



S/Y 'SALUTE'



MARITIME AND COASTGUARD AGENCY

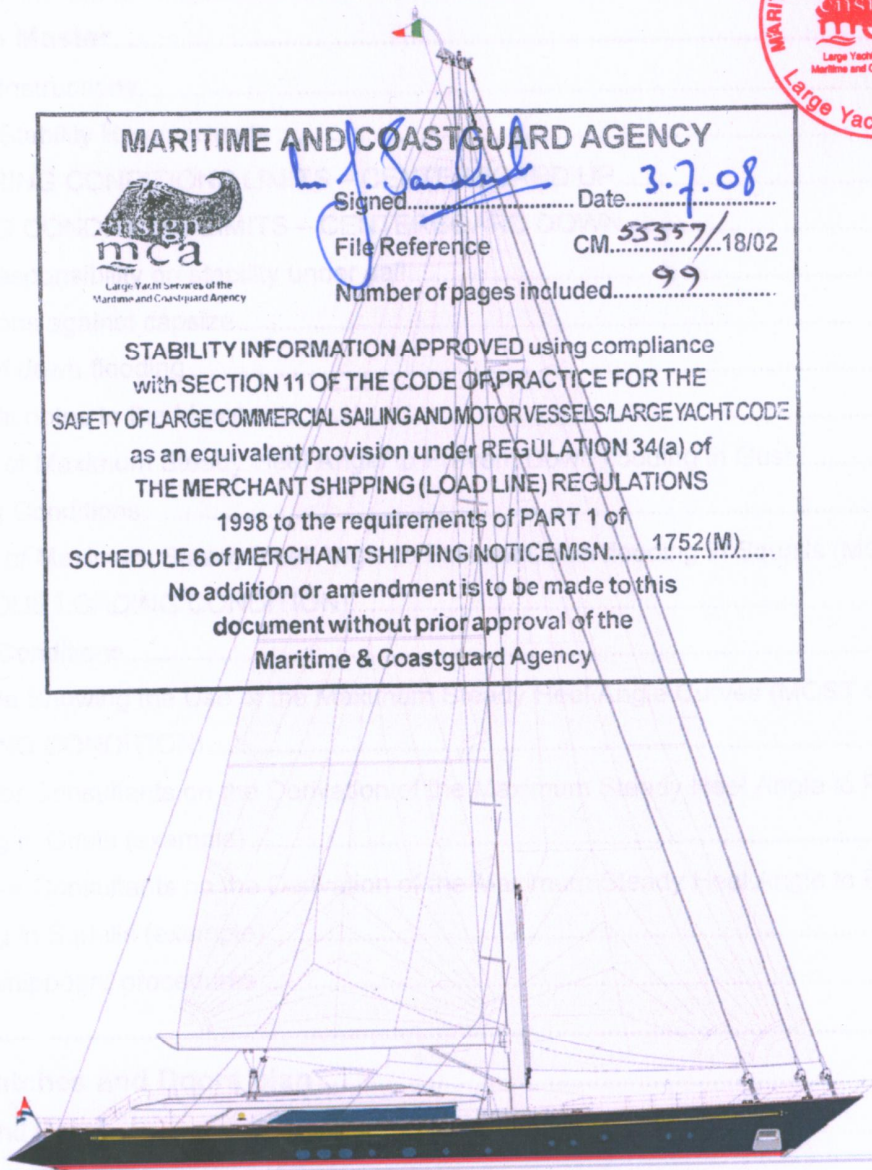
 Signed L. J. S. [Signature] Date 3.7.08

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Number of pages included 99

STABILITY INFORMATION APPROVED using compliance with SECTION 11 OF THE CODE OF PRACTICE FOR THE SAFETY OF LARGE COMMERCIAL SAILING AND MOTOR VESSELS/LARGE YACHT CODE as an equivalent provision under REGULATION 34(a) of THE MERCHANT SHIPPING (LOAD LINE) REGULATIONS 1998 to the requirements of PART 1 of SCHEDULE 6 of MERCHANT SHIPPING NOTICE MSN 1752(M)

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C.2095 – 56m FAST CRUISING CUTTER

Stability Information Booklet

Document number: 95140746C

Issue: 29 May 2008



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General Particulars

Ship's Name	SALUTE
Official Number	Not Available yet
Port of Registry	'S-HERTOGENBOSCH (The Netherlands)
Owner's name and address	Greenwood Yachting BV. Vurghterweg 47 5211 CK's-Hertogenbosch The Netherlands
Classification Society	ABS
Builder	PERINI NAVI SPA
Yard Number	C.2095
Date of keel laying	30 September 2005

Dimensions

Length overall	[m]	LOA	55.9
Length between Perpendiculars	[m]	LBP	46.06
Max Beam	[m]	B _{MAX}	11.52
Extreme Depth (from Keel Line)	[m]	D	5.65
Assigned Freeboard (from LL mark to upper edge of deck line)	[m]		1.544
Max Summer loaded draught amidships (from Base Line)	[m]	T	4.052
Max Displacement at Summer Load Draught	[t]	Δ	565.5
Gross Tonnage		GRT	473
Net Tonnage		NET	141
IMO NUMBER		IMO	9503392

Area of operation	Unlimited
Standard of Survivability	Intact & Damage Stability
Number of Crew	12
Number of Passengers	9

Notes to the Master

1. General Instructions

A stamped, approved copy of this booklet must be kept on board the vessel at all times. It must also be complete, legible and readily available for use. If this booklet is lost or becomes unusable a replacement copy of the approved booklet must be obtained immediately.

The loading conditions shown in this booklet represent typical service conditions.

Where a loading condition departs from those shown in this book a separate calculation should be made to ensure compliance with the stability criteria.

2. General Stability Requirements

It is important to ensure in any sailing condition the stability of the yacht complies with the criteria of section 11 of “THE LARGE COMMERCIAL YACHT CODE (LY2)”.

S/Y “SALUTE” is capable of sailing under power provided by the main engines and has to comply with stability requirements for both motor and sailing yachts.

In the following tables the compliance with the Code criteria is indicated with regard to loading conditions analysed in this booklet, that are “Maximum Load Condition” (Departure Condition), “Contractual Full Load Condition (Departure condition) and “Light Load Condition” (Arrival Condition).

MOTORING CONDITIONS LIMITS – CENTERBOARD UP

Limit	Required by Code	Actual	Actual	Actual	
		MAXIMUM LOAD	CONTR. FULL LOAD	LIGHT LOAD	
(1) Area from 0 deg to 30	> 0.055 M.- Rad	0.2530	0.2589	0.2176	M.- Rad
(2) Area from 0 deg to 40	> 0.090 M.- Rad	0.3950	0.4054	0.3310	M.- Rad
(3) Area from 30 deg to 40	> 0.030 M.- Rad	0.1419	0.1464	0.1134	M.- Rad
(4) Righting Arm at 30 deg	> 0.200 M.	0.834	0.854	0.684	M.
(5) Angle from 0 deg to MaxRA	> 25.00 degrees	31.37	31.88	30.60	deg
(6) GM upright	> 0.150 M.	1.911	1.972	1.909	M.

SAILING CONDITIONS LIMITS – CENTERBOARD DOWN

Limit	Required by the Code	Attained	Attained	Attained	
		MAXIMUM LOAD CONDITION	CONTRACT. FULL LOAD CONDITION	LIGHT LOAD CONDITION	
(1) GZ arm positive up to	90 degrees	91.4	92.3	84.3	degrees
(2) Derived Heel Angle	> 15.0 degrees	17.5	17.9	17.0	degrees

3. Master responsibility on stability under sail

Compliance "With reference to Chapter 11.2.1.2. of LY2 Code, the Light Load condition in this booklet results not to have a positive GZ curve range up to 90 degrees. For this condition GZ is positive up to 84.3o

Notwithstanding of that, the actual range stability doesn't affect the safety conduct of the vessel taking into account the Sail System Functioning Logic that is provided on board.

This yacht is provided with a system that constantly monitors the Sail Operating Manual loads and the winches are designed to fully release sheets whenever the allowed static safety loads limits have been surpassed.

As reported in the Sailing Table, the vessel has been designed to carry different sail sets and a 25° steady heel will not be reached provided the details contained within the Sailing Table and Sail Operating Manual are followed.

It is the Masters responsibility to ensure that the details contained within the Sailing Table and Sail Operating Manual followed."

4. Precautions against capsize

Compliance with the stability criteria does not ensure immunity against capsize or absolve the Master from his responsibilities. Masters should therefore exercise prudence and good seamanship having regard. to the season of year, experience of the crew, weather forecast and

the navigational zone, and should take appropriate action as to the speed, course and sail setting warranted by the prevailing conditions.

Before a voyage commences care should be taken to ensure large items of equipment and stores are properly stowed to minimise the possibility of both longitudinal and transverse shifting under the effect of acceleration caused by pitching and rolling, or in the event of a knockdown to 90 degrees.

All external hull doors and flush hatches (see on page 20-21) are to be closed and secured.

In adverse weather conditions and where there is the possibility of encountering a severe gust, squall or large breaking wave, all exposed doors, hatches, skylights, vents, etc. should be closed and securely fastened to prevent the ingress of water. If available, storm boards, blanking plates etc. should be erected and fitted.

The amount of sail carried is at the discretion of the Master and his decision will have to take into account many factors.

5. Angles of down flooding

The angle of down flooding is the angle of heel at which progressive down flooding of the yacht occur due to the immersion of an opening.

For this yacht the following openings have been identified as follow:

<i>Items</i>		<i>Angles of Downflooding (deg)</i>						<i>Areas</i>		<i>Position</i>		
Type	Position	Maximum Load Condition	Contractual Full Load Condition	Light Load Condition	Maximum Load Condition	Contractual Full Load Condition	Light Load Condition	Area of Openings	Progressive Immersed Area (m ²)	Long.	Transv.	Vertical
		BOARD UP	BOARD UP	BOARD UP	BOARD DOWN	BOARD DOWN	BOARD DOWN	[m ²]	[m ²]	from pP _{AMID}	from CL	from BL
MCA line	Port & Starboard	24.4	25.1	27.0	24.5	25.2	27.1	---	---	---	---	---
F	Port & Starboard	31.0	32.1	34.3	30.7	31.8	34.0	0.050	0.050	9.900F	4.600	6.510
A	Port & Starboard	39.6	40.9	46.5	40.7	42.1	48.1	0.320	0.370	23.400A	3.750	6.120
C	Port & Starboard	42.7	43.8	47.5	43.0	44.1	47.9	0.340	0.710	10.320A	4.075	6.850
G	Port	45.8	47.2	50.1	45.4	46.8	49.7	0.080	0.790	10.080F	-3.560	7.050
E	Port & Starboard	51.2	52.3	55.2	51.3	52.4	55.2	0.170	0.960	3.000A	4.130	7.950
D	Port & Starboard	52.4	53.5	56.6	52.6	53.7	56.8	0.060	1.020	8.000A	4.100	7.900
B	Starboard	58.6	60.3	66.0	59.7	61.4	67.4	0.030	1.050	19.980A	3.200	6.750
H	Port & Starboard	78.7	80.5	84.0	77.9	79.5	82.9	0.070	1.120	19.200F	1.340	7.670

Critical Flooding is deemed to occur when the lower edges of openings have an aggregates area in m², greater than:

$$\text{Down flooding} = \frac{565.5 \text{ (Max Displacement in tonnes)}}{1500} = 0.377$$

The Master should note that the presence of the vent and skylights significantly reduces the ability of the vessel to withstand down flooding and with these openings securely closed the safety of the vessel is enhanced considerably.

In assessing the risks of down flooding, the Master should be guided by figures indicating the “Maximum Steady Heel Angle to Prevent Down flooding in Gusts” and the “Curves of Maximum Steady Heel Angle to Prevent Down flooding in Squalls” (see figures at pages 9–10–11–13).

Figures at pages 9-10-11 shows the maximum recommended steady heel angle to prevent down flooding in gusts, for the typical service loading conditions. Operation of the vessel at a greater heel angle would result in down flooding if it were to encounter the strongest possible gust in the prevailing turbulent air stream, which could exert a heeling moment equal to twice that of the mean wind.

Figure at page 13 shows the maximum recommended steady heel angle to prevent down flooding in squalls, for the most onerous loading condition. Operation of the vessel at a greater heel angle would result in down flooding if it were to encounter the heeling effects of a squall arising from a storm or frontal system which may result in a heeling moment many times greater than that of the mean wind. For this reason the Master should have regard to the maximum steady heel angle curves presented for a range of squall speed.

By using the readings from inclinometer and anemometer a master is able to determine the degree of risk of capsize in gusts or squalls which may occur in the prevailing weather system. He may then decide to shorten sail together with other actions he considers necessary.

Additional care should be taken when sailing with the wind from astern, as in the event of the vessel broaching or a gust striking the vessel on the beam, the heeling effects of the wind may be increased to a dangerous level when preceding heel angle was small.

6. Additional notes to the Master

The "Maximum Load Condition" is derived by adding an "Extra Load" to the Contractual Full Load Condition. The amount of "Extra Load" stays for the possible growth in the weight of the boat due to modification or repairing all over its life.

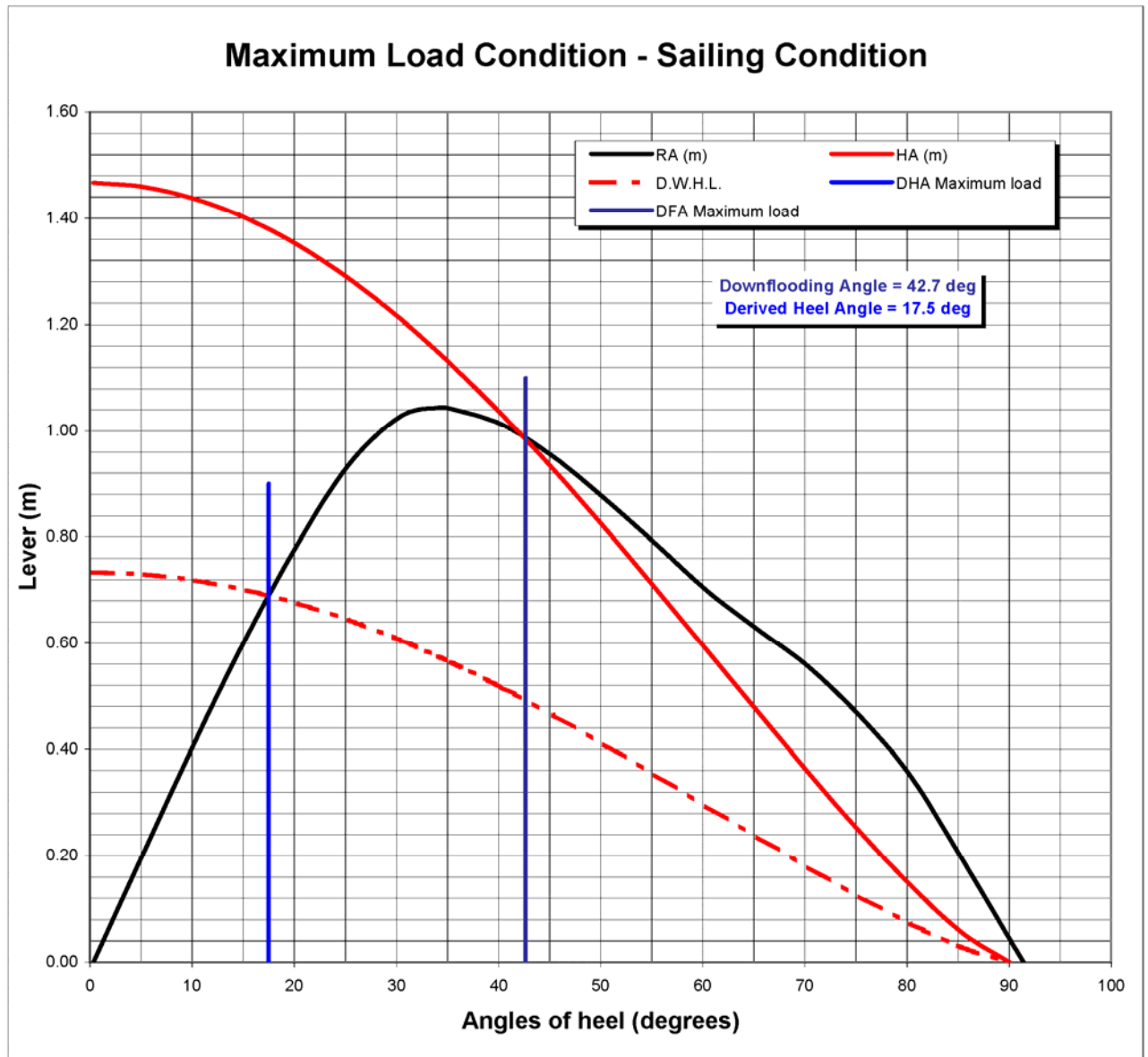
Limiting KG curves for this yacht are provided at pages 81-82-83. These curves include the provision of INTACT and DAMAGE stability criteria for motor yachts contained in the Code.

If the vertical centre of gravity of any loading condition, after correction for free surface effects, lies below the limiting KG curves compliance with the requirements of the Code for Intact and Damage stability is ensured. It must be appreciated however, that compliance can never guarantee survivability in the event of damage and good seamanship must prevail under such circumstances.

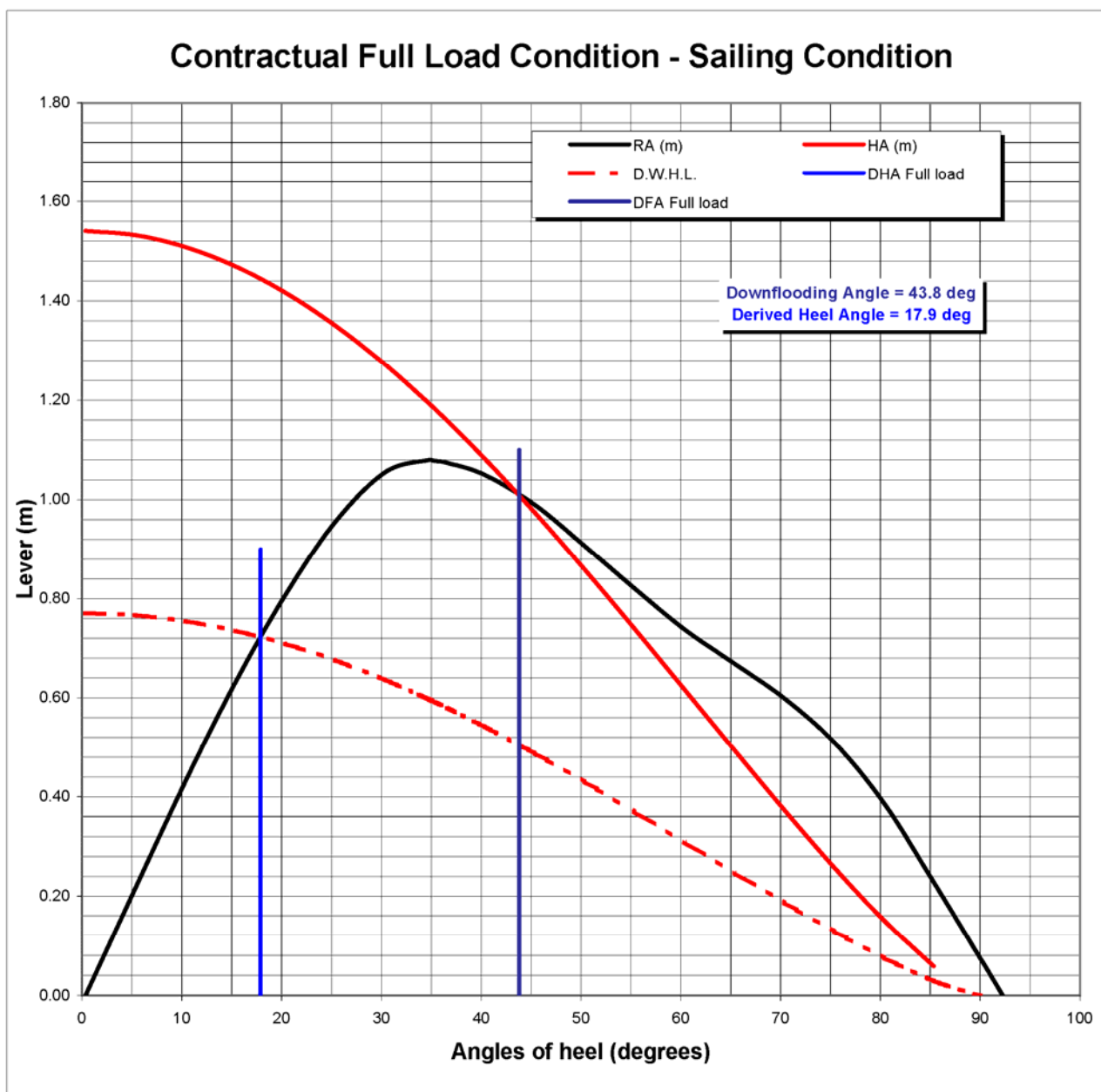
This yacht has been provided with 41.31 tonnes of fixed ballast for stability purposes. The position of this ballast is shown on the drawing at page 23. This ballast is not to be moved or removed without prior consultation regarding the consequences on stability. Should the ballast be required to be removed for survey / repair or any other reason it must be returned to its original position and made secure against movement.

This yacht is fitted with a swinging keel. Total weight of keel (structure and ballast) is about 52.3 tonnes. When keel is up, the vessel is operated as Motor yacht; when down she is considered a Sailing yacht. All loading conditions included in this booklet are referred to both keel positions, through appropriate indication "Centerboard UP" or "Centerboard DOWN".

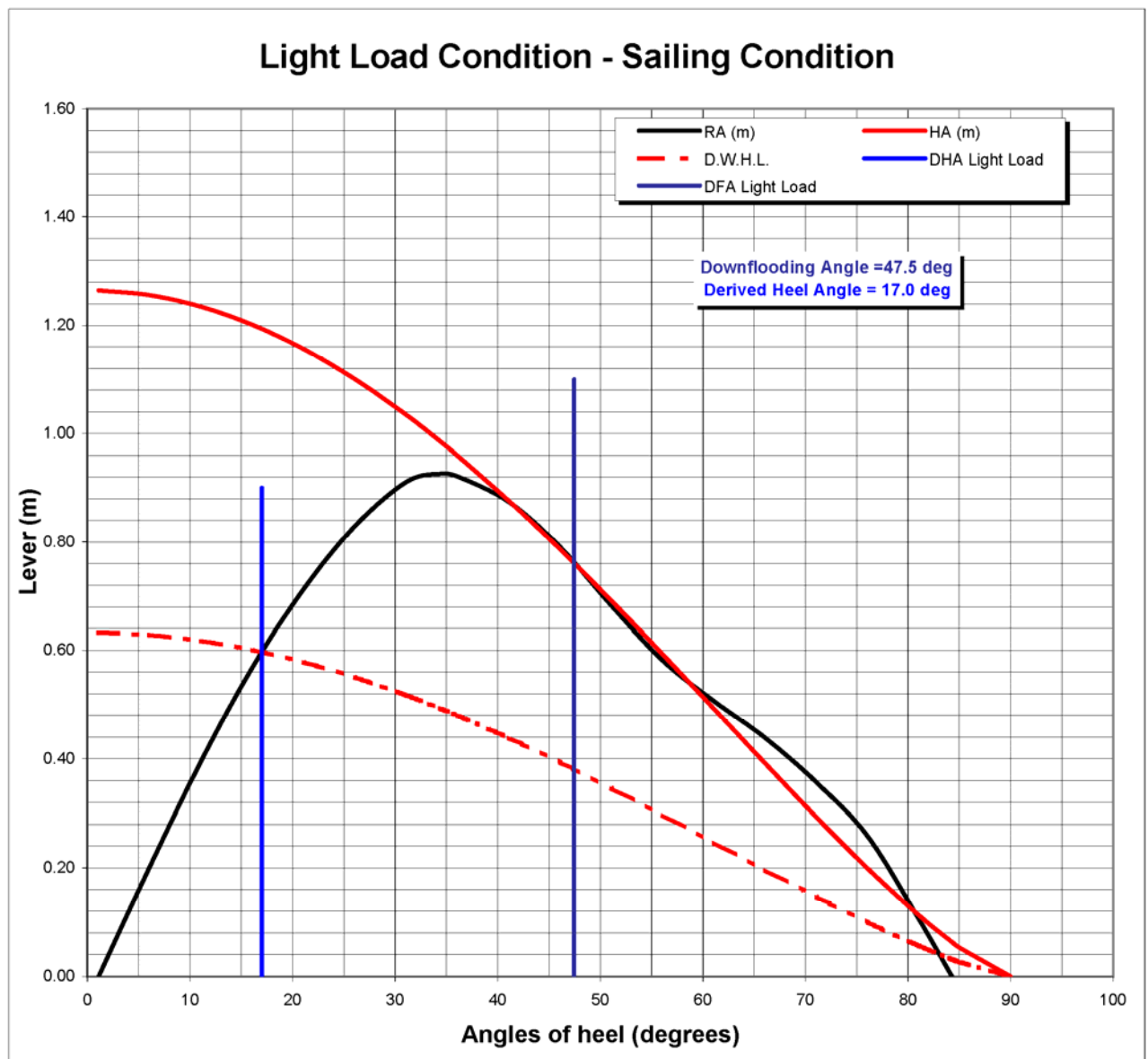
Curves of Maximum Steady Heel Angle to Prevent Down flooding in Gust



NOTE: IN SAILING CONDITION THE CENTERBOARD MUST BE LOWERED



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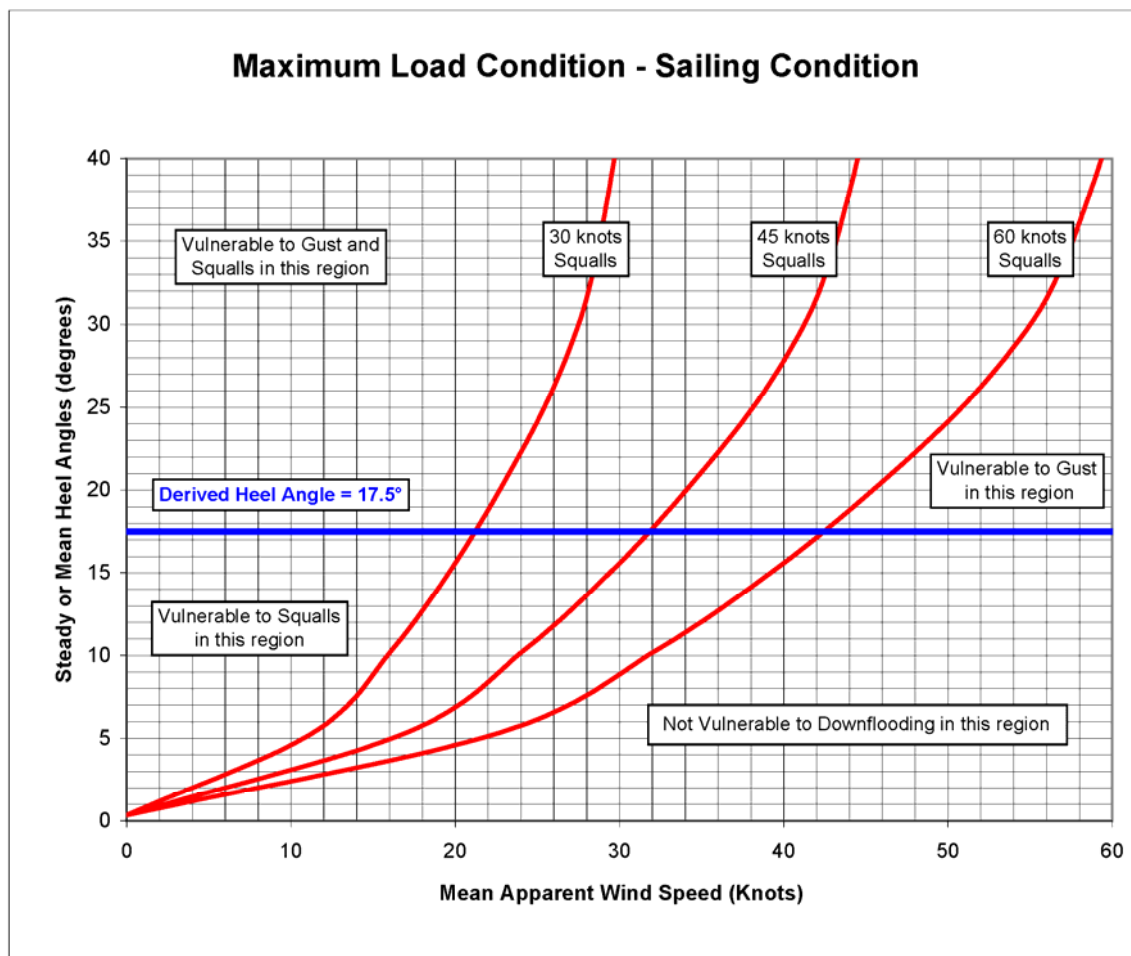
Gusting Conditions

When Sailing in a steady wind the vessel heels to the angle at which the heeling arm curve intersects the GZ curve. When struck by a gust the heel angle will increase to intersection of the gust heeling arm curve with the GZ curve.

The heeling moment increases in proportion to the square of the apparent wind speed.

The derived angle of steady heel for this yacht is indicated in figures above. Provided the yacht is sailed at a steady angle of heel less than this value it should be capable of withstanding a wind gust equal to 1.4 times the actual wind velocity (i.e. twice the actual wind pressure) without immersing critical down flooding openings. The critical down flooding openings for this yacht are as shown on page 23. Heel angle is shown on the curves of maximum Steady Heel angle to prevent down flooding in Squalls at page 13

Curves of Maximum Steady Heel Angle to Prevent Down flooding in Squalls
(MOST ONEROUS LOADING CONDITION)

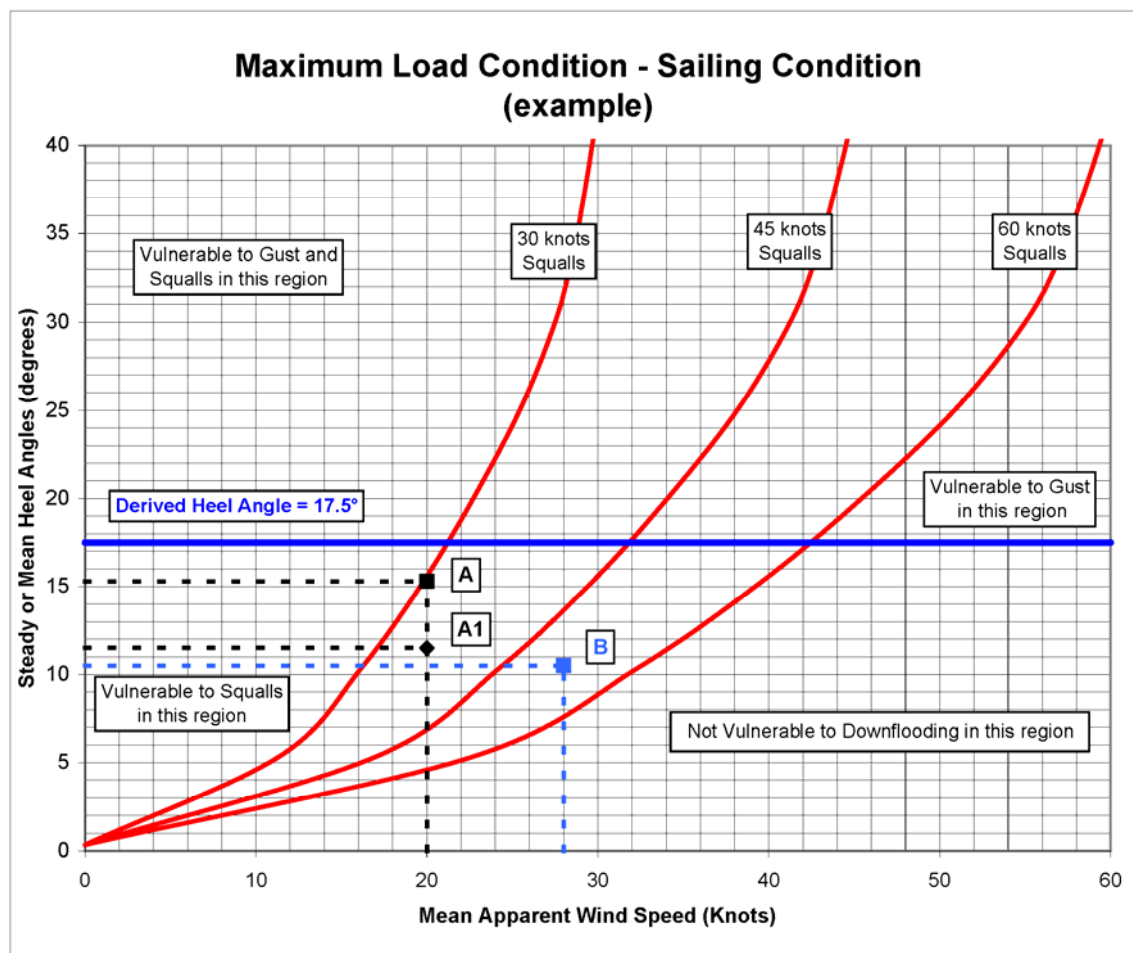


Squall Conditions

Curves of Maximum Steady Heel Angle indicate the range of mean or steady heel angles beyond which the vessel will suffer down flooding in the event of a squall.

Operation of the vessel in cyclonic conditions particularly in the hours of darkness, where severe squalls are imminent, requires the recommended maximum steady heel angle to be reduced depending on the mean apparent wind speed in accordance with the curves presented below.

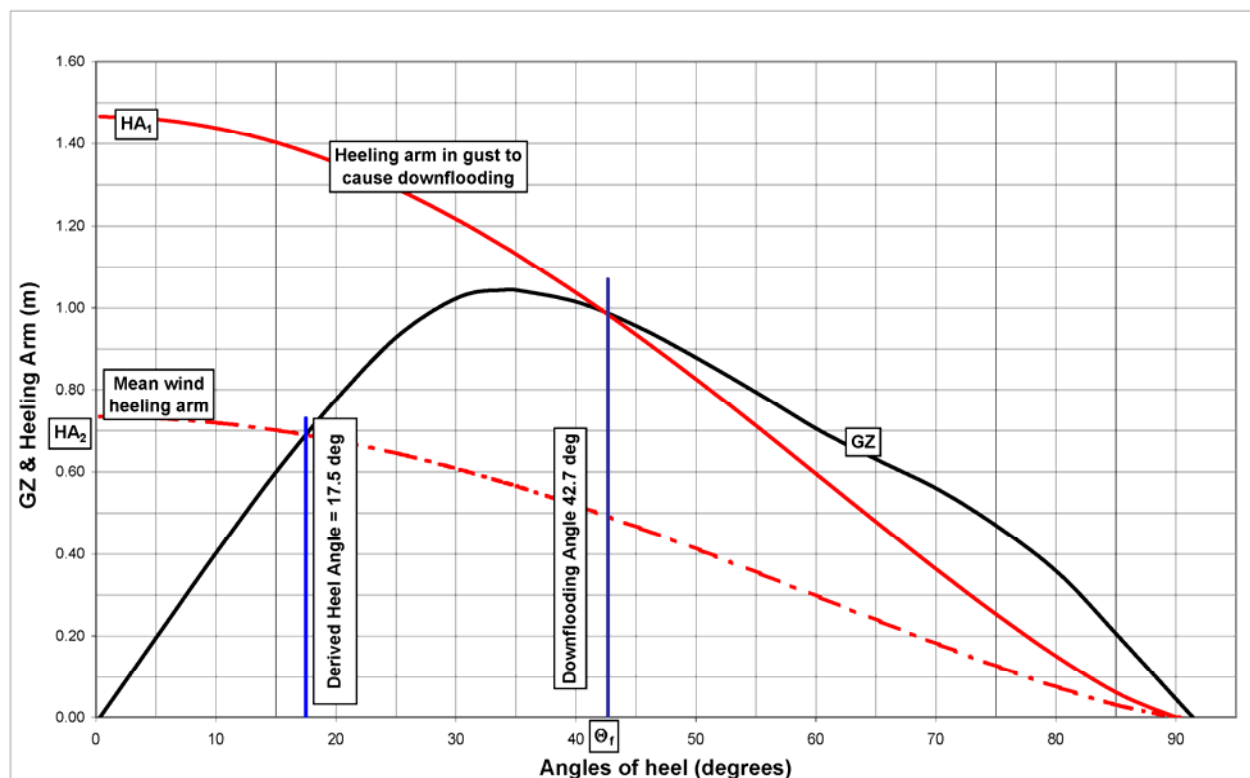
Example Showing the Use of the Maximum Steady Heel Angle Curves
(MOST ONEROUS LOADING CONDITION)



Example A) The Yacht is reaching, with a steady apparent wind speed of 15.3 knots. The mean heel angle is about 20 degrees. Forecasts and visible cumulo-nimbus clouds suggest squalls may be imminent. By plotting the heel angle and wind speed (point A on plot above) the indication is that the vessel will be in danger of heeling to the down flooding angle in squall of 30 knots. In order to increase safety from down flooding, say, to withstand squalls up to 40 knots, sails should be handed or reefed to reduce the mean heel angle to 11.5 degrees (point A1 on plot above) or less.

Example B) The Yacht is beating in gusty conditions with a mean apparent wind speed of 28 knots. The mean heel angle is 10.5 degrees. No squalls are expected. The heel angle is significantly less than 17.2, the Maximum Recommended Steady Heel Angle, and there is therefore a good safety margin against down flooding in a strong gust. Plotting these values of wind speed and heel angle (point B on the above plot) also indicates that the vessel should not be vulnerable in down flooding in a squall unless it resulted in a wind speed in excess of about 50/55 knots. There is thus no need to reduce the sail area on the grounds of stability.

Notes for Consultants on the Derivation of the Maximum Steady Heel Angle to Prevent
Down flooding in Gusts (example)



$$HA_1 = \frac{GZ}{(\cos^{1.3} \Theta_f)}$$

Where:

- HA_1 is the magnitude of the actual wind heeling lever at 0 degrees which would case the ship to heel to the down flooding angle (Θ_f) or 60 degrees whichever is least
- GZ_f is the lever of the ship's GZ curve at the down flooding angle (Θ_f) or 60 degrees whichever is least
- HA_2 is the mean wind heeling arm at any angle Θ degrees = $0.5 \times HA_1 \times \cos^{1.3} \Theta$

Notes for Consultants on the Derivation of the Maximum Steady Heel Angle to Prevent
Down flooding in Squalls (example)

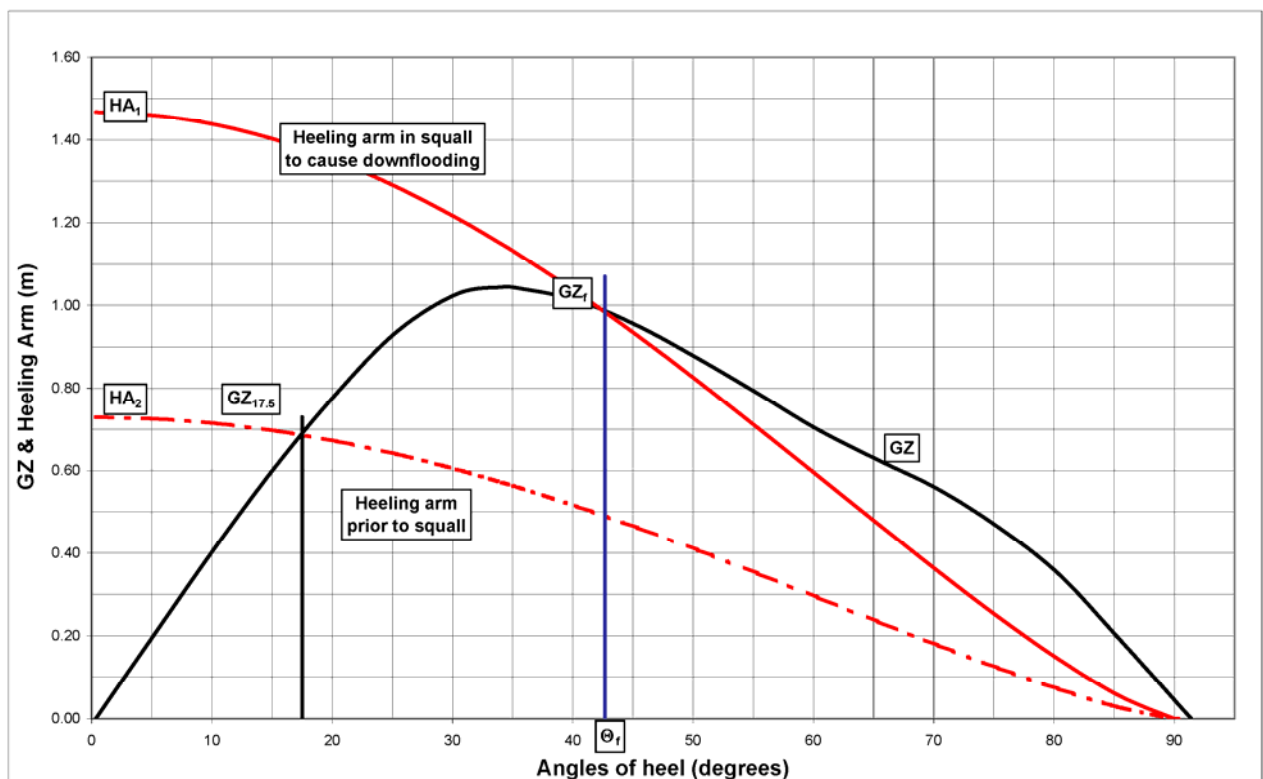
The wind heeling moment is proportional to the wind pressure and to the apparent wind speed squared. It is also dependent upon the area, height, shape and camber of the sails, the apparent wind direction and the prevailing wind gradient. As a sailing vessel heels the wind heeling moment decreases and at any heel angle (Θ) between 0 (upright) and 90 degrees it is related to the upright value by the function:

$$HM = HM_0 \cos^{1.3}\Theta$$

where HM_0 is the heeling moment when upright.

The heeling angle of a sailing vessel corresponds to the intersection of the heeling arm (HA) curve with the righting arm (GZ) curve, where $HA = HM / \text{displacement}$.

When subjected to a gust or a squall the vessel heels a greater angle where the heeling arm curve corresponding to the gust wind speed intersects the GZ curve. Thus for a given heel angle a heeling arm curve may be deduced and for a given change in wind speed the resulting change in heel angle can be predicted.



The vessel will suffer down flooding when the heeling arm curve intersects the GZ curve at the down flooding angle. The situation is illustrated in the diagram where the “heeling arm in squall” curve intersects the GZ curve at 42.7 degrees. If we assume a scenario where sufficient sail is set to heel the vessel to the down flooding angle (60 degrees should be used if the down flooding angle exceeds that value) in a squall of, say 45 knots, then we can predict the wind speed which would result in any lesser heel angle in these circumstances. The upright heeling arm in the squall (HA_1) is derived from:

$$HA_1 = \frac{GZ_f}{(\cos^{1.3} \Theta_f)}$$

If we consider a steady heel angle prior to the squall of 17.5 degrees we can derive similarly the corresponding value of the upright heeling arm HA_2 :

$$HA_2 = \frac{GZ_{17.5}}{(\cos^{1.3} 17.5)}$$

The ratio HA_2/HA_1 corresponds to the ratio of wind pressures prior to the squall and in the squall thus for a squall speed (V_1) of 45 knots resulting in down flooding, the wind speed prior to the squall (V_2) which would result in a heel of 17.5 degrees would be:

$$V_2 = V_1 \times \left(\frac{HA_2}{HA_1} \right)^{0.5}$$

In this example, which is illustrated in the diagram,

$$\begin{aligned} \Theta_f &= 42.7 \text{ degrees} \\ GZ_f &= 0.984 \text{ metres} \\ HA_1 &= 1.469 \text{ metres} \\ GZ_{17.5} &= 0.688 \text{ metres} \\ HA_2 &= 0.732 \text{ metres} \\ \text{Hence } V_2 &= 31.8 \text{ knots} \end{aligned}$$

Thus when sailing with an apparent wind speed of 31.8 knots at a mean heel angle of 17.5 degrees, an increase in the apparent wind speed of 45 knots from the same apparent wind angle would result in down flooding if steps could not be taken to reduce the heeling moment.

These values correspond to a point on the 45 knot squall curve in figure on page 13, which was derived from a series of such calculations using different steady heel angles. Similarly, the curves for other squall speeds were derived using different values for V_1 .

5. Master shipboard procedures

Consideration of damage stability has been assumed with the yacht initially in the upright condition. Therefore in the event of damage an attempt should be made to either reduce the heeled angle or heel slightly away from the damage (see. "Damage Stability Booklet", doc n° 95140768A)

"As part of familiarisation with the yacht all persons, including the passengers, should be briefed on the operation of sliding watertight doors and advised to keep well clear when they are closing"

"IN SHELTERED ANCHORAGES AND IN PORT

The master is responsible for evaluating the risks and hazards present and taking appropriate precautions.

It is recommended that the door from the lazarette to the engine room is kept closed whenever the shell door is open."

"PREPARING FOR SEA

External hull doors and flush hatches (see page 20-21) are to be closed, secured and recorded.

Internal hinged WT doors (see. page 20-21) are to be closed and secured.

Internal sliding WT doors (see. Fig. 20-21) are to be tested immediately before departure.

Sidelights capable of being opened are to be secured closed."

"PREPARING FOR ROUGH WEATHER PASSAGE

The Masters is responsible for taking appropriate precautions whenever rough weather is anticipated. The precautions should include (but are not limited to) the following:

- All loose gear (including tenders etc.) on deck and in lazarette are to be securely lashed in place.

- Large or heavy items of furniture to be secured

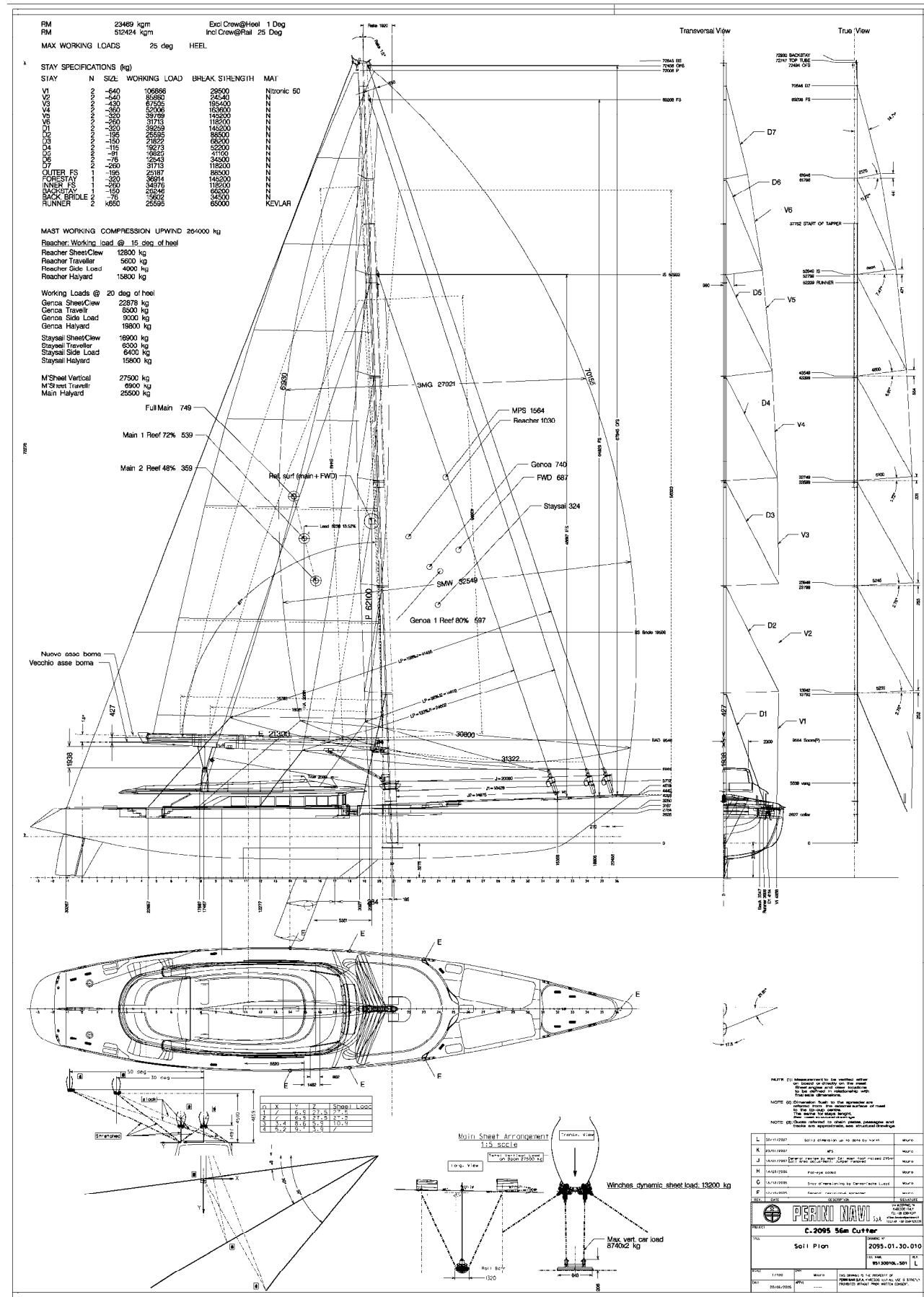
- The shutters provided are to be put up over the windows.

- Secure closing device as appropriate."

"AT SEA

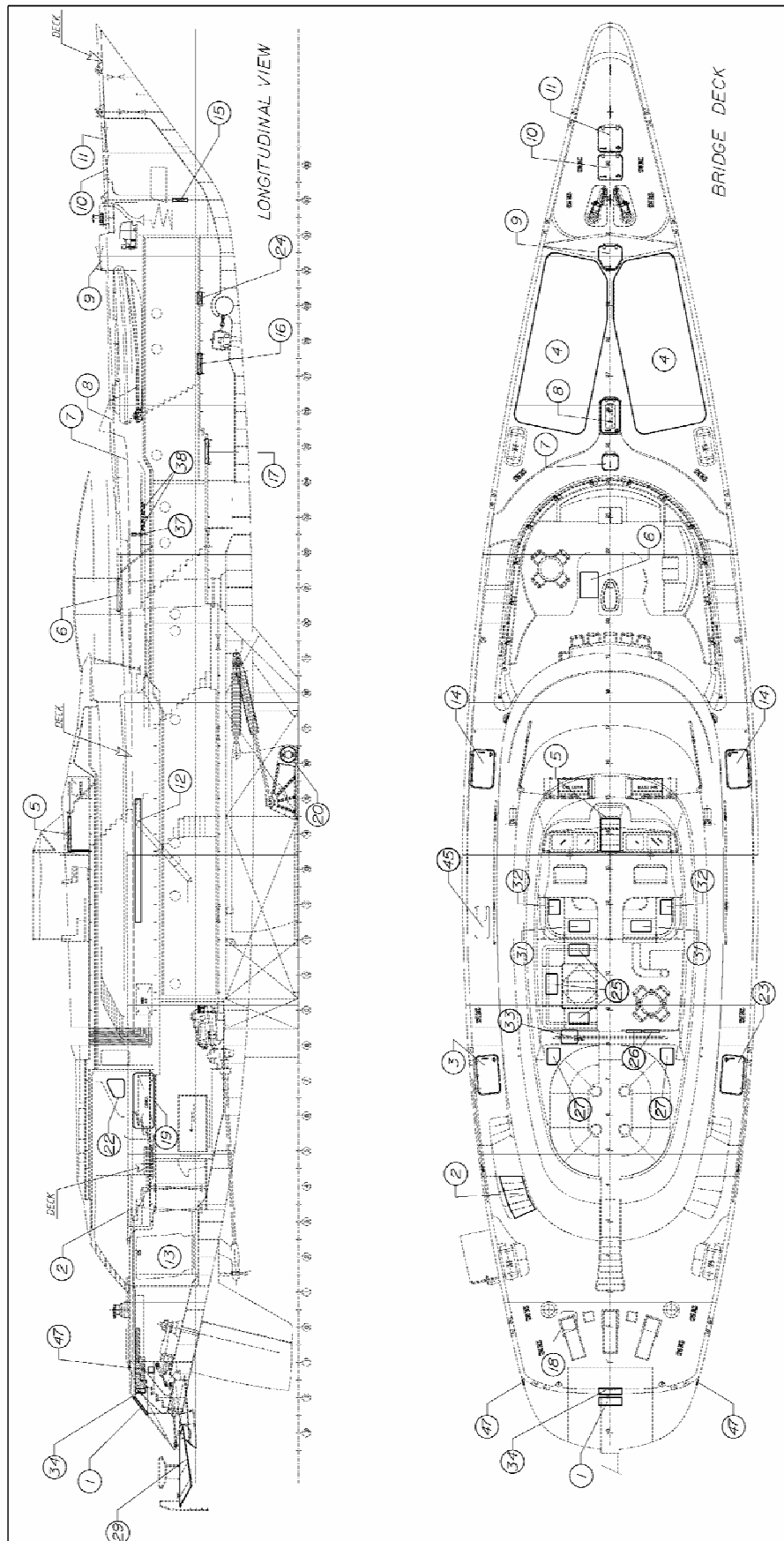
Internal sliding WT doors (see page 20-21) may be left open, but consideration should be given to closing then when risk of hull damage and flooding increase (e.g. in fog, in shallow rocky waters, in congested shipping lanes, when entering and leaving port and at any other time the master considers appropriate. Sliding WT doors should be checked daily to ensure that nothing has been placed in way or where it might fall into the opening and prevent the door from closing.

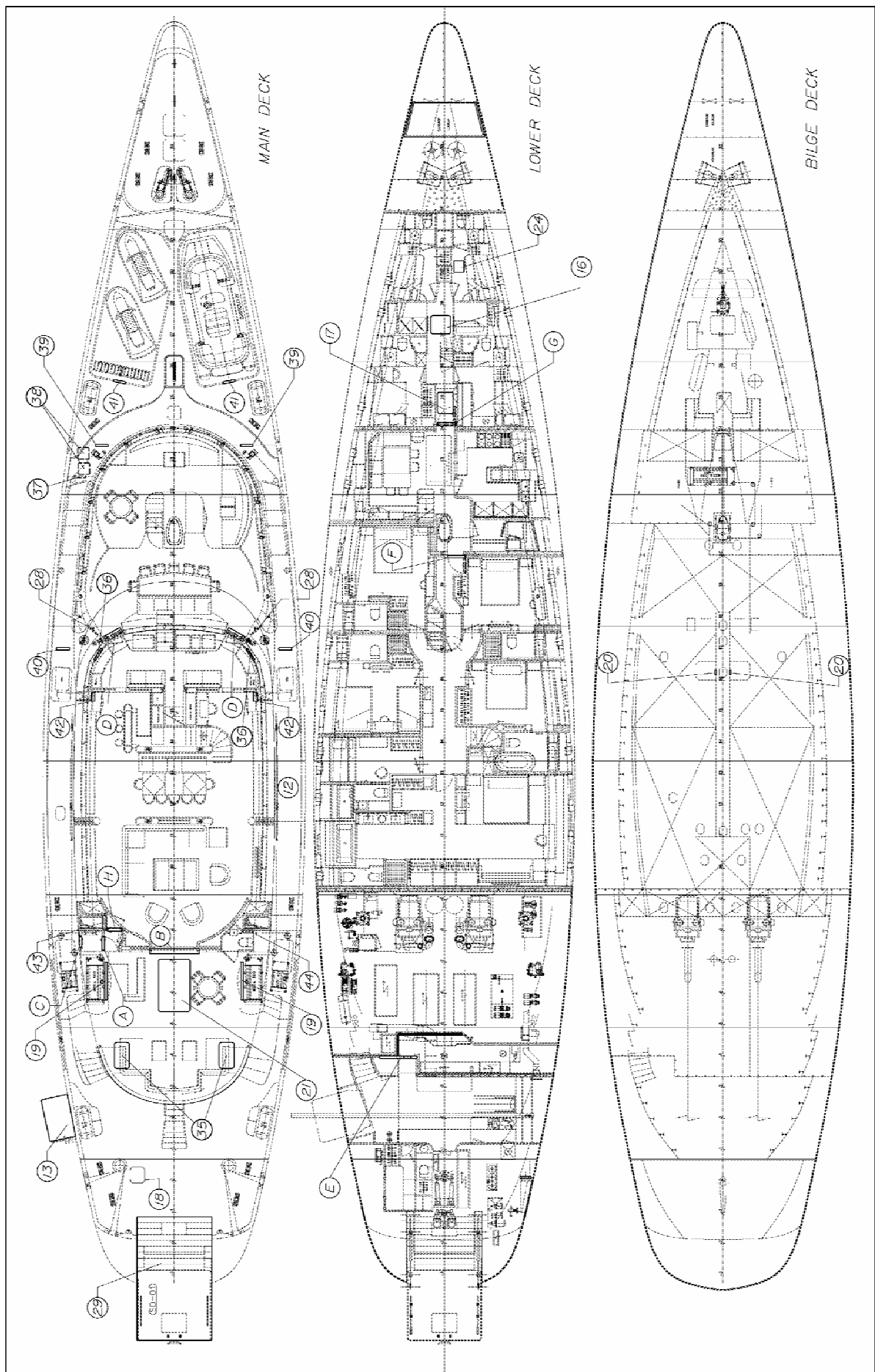
Internal hinged water tight doors (see page 20-21) should remain closed but may be opened when passing trough."

Sail Plan

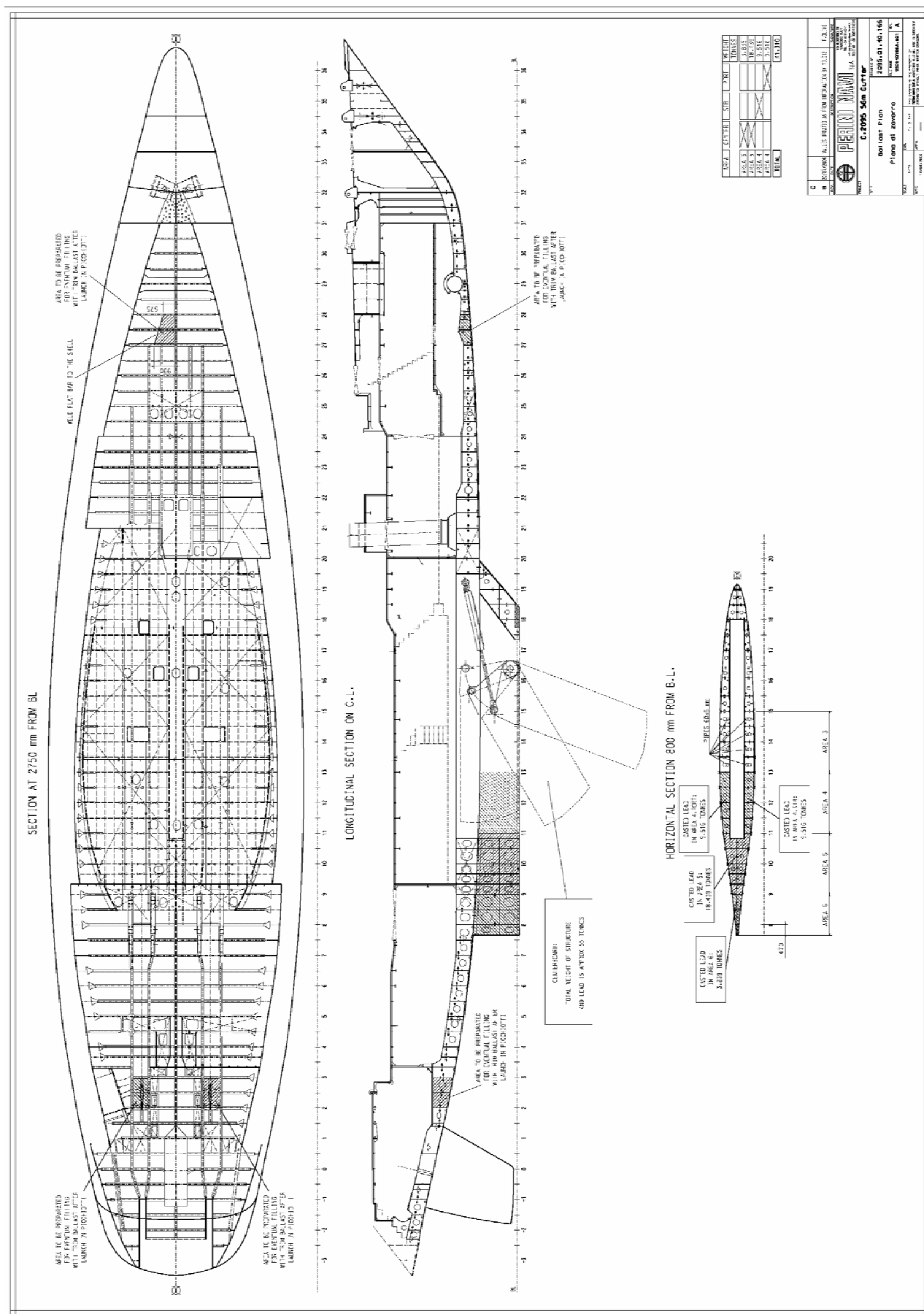
External Hatches and Doors plan

Hatches and Doors





Ballast Plan



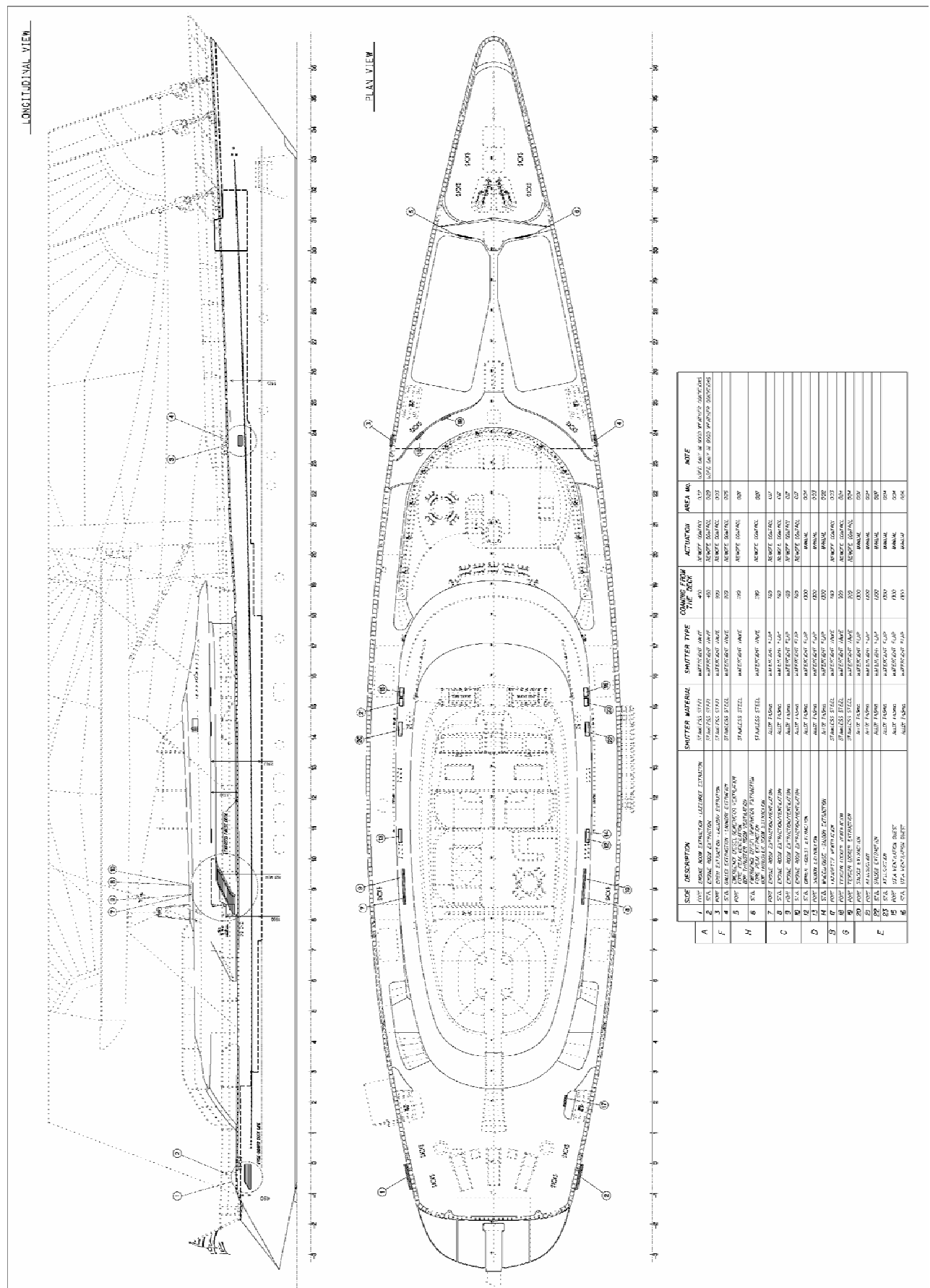
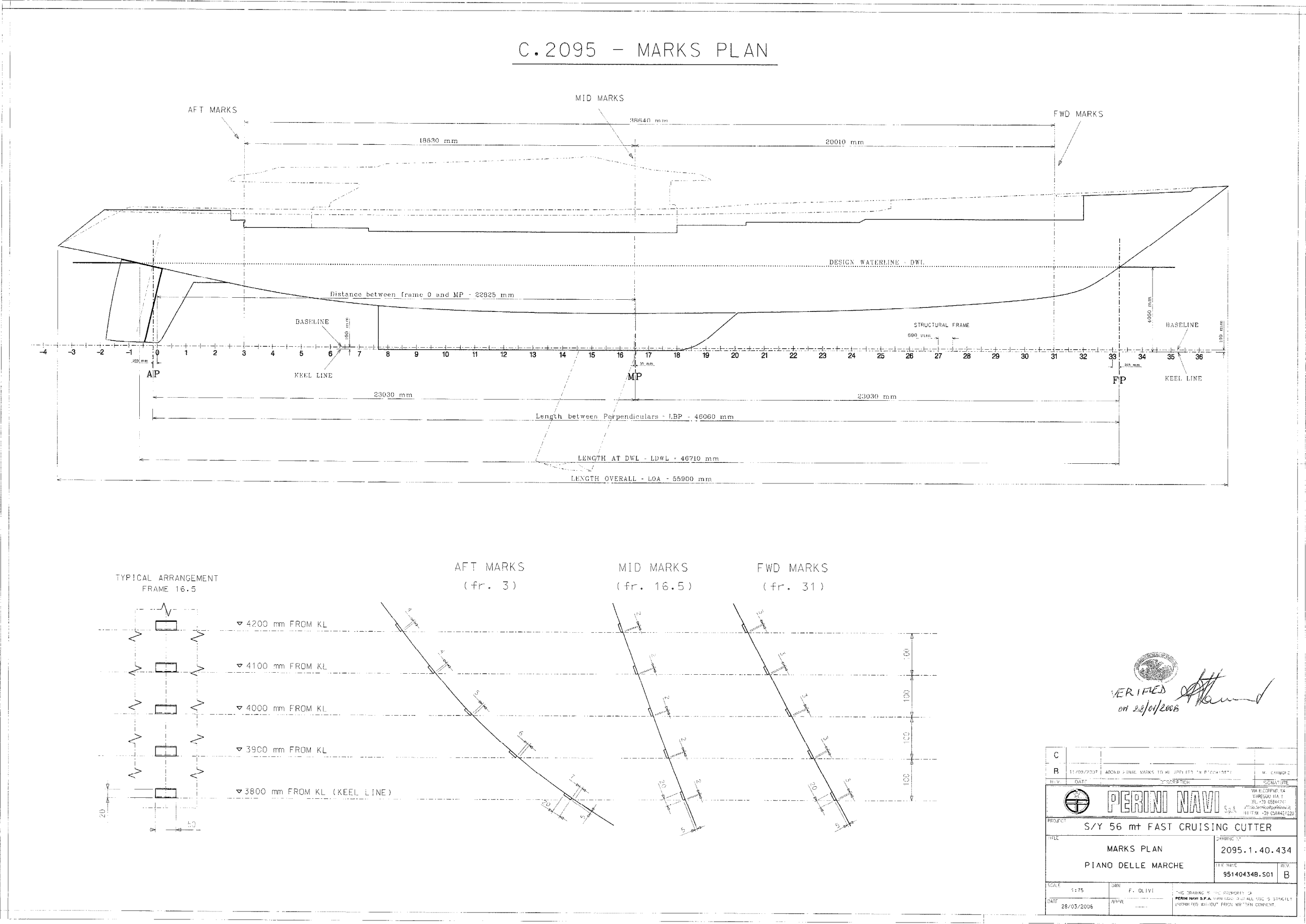
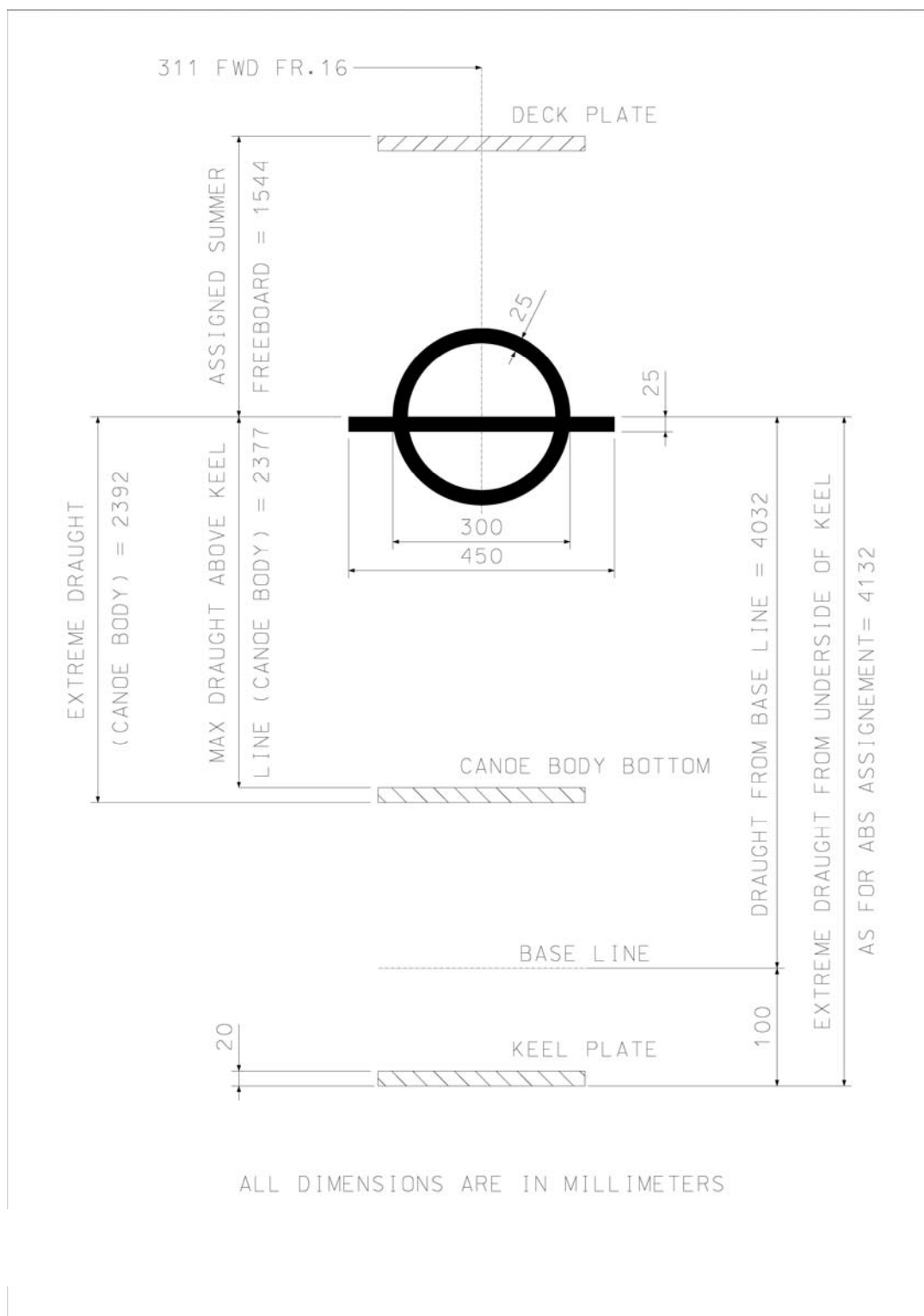
Drawing to show Openings

Diagram to show Draught marks' locations



Freeboard and Load Line Marks

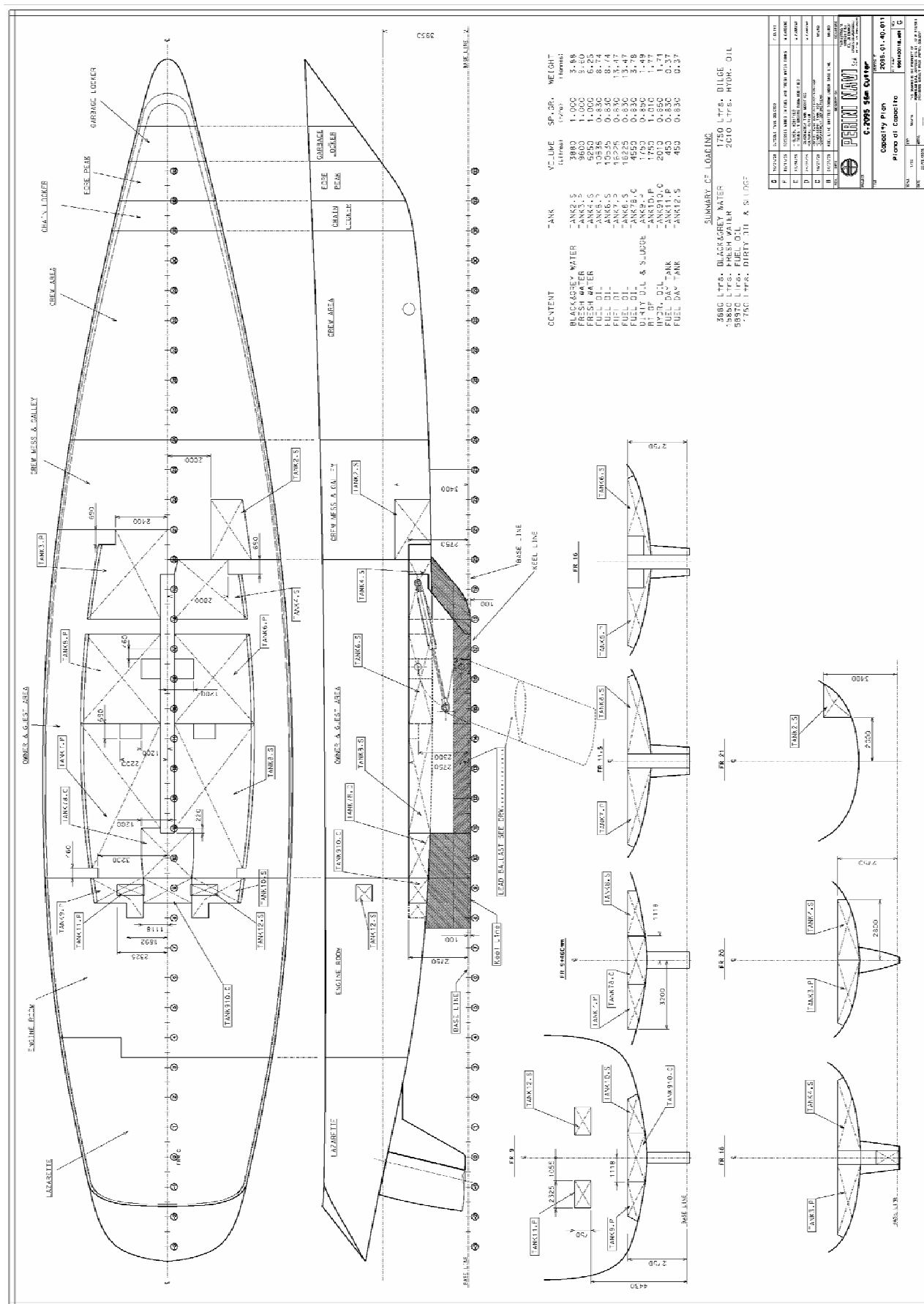
In accordance with the Load Line Regulation (ICLL 1966) the following Load Line Marks have been attached to the vessel both port and starboard side, as for ABS Freeboard Assignment (see APPENDIX II):



Datum Reference Information

Longitudinal datum	Amidship: 55mm fwd frame 16.5 (+ve fwd, -ve aft)
Transverse datum	Centreline (+ve stb, -ve port)
Vertical datum	Base line (100mm above of Keel Line)
Aft Perpendicular	23.030 metres aft amidship
Fwd Perpendicular	23.030 metres forward amidship
Aft Draught Marks	18.685 metres aft amidship
Amid Draught Marks	0.055 metres aft amidship
Fwd Draught Marks	19.955 metres forward amidship

Arrangement of Tanks



Tanks' identification and contents

08-03-18 18:14:13
GHS 9.50

Perini Navi
S/Y "SALUTE" - C 2095 - 56M
TANKS VOLUME - 100%

Page 1

WEIGHT and DISPLACEMENT STATUS

base plane draft: 0.000

Trim: zero, Heel: zero

Part-----	Load-----	SpGr-----	Weight (MT)-----	LCG-----	TCG-----	VCG-----	RefHt-----
TANK2.S	1.000	1.000	3.88	6.177f	2.747s	2.927	
TANK3.P	1.000	1.000	9.60	4.020f	1.484p	2.318	
TANK4.S	1.000	1.000	6.25	3.322f	1.638s	2.322	
TANK5.P	1.000	0.830	8.74	0.808a	1.948p	2.330	
TANK6.S	1.000	0.830	8.74	0.808a	1.948s	2.330	
TANK7.P	1.000	0.830	13.47	5.970a	1.998p	2.354	
TANK8.S	1.000	0.830	13.47	5.970a	1.998s	2.354	
TANK78.C	1.000	0.830	3.77	8.792a	0.000	2.293	
TANK9.P	1.000	0.850	1.49	10.689a	1.918p	2.428	
TANK10.S	1.000	1.010	1.77	10.689a	1.918s	2.428	
TANK910.C	1.000	0.850	1.71	10.512a	0.000	2.334	
TANK11.P	1.000	0.830	0.37	10.495a	1.690p	4.805	
TANK12.S	1.000	0.830	0.37	10.495a	1.690s	4.805	
Total Tanks----->			73.63	2.517a	0.098s	2.395	
Total Weight----->			73.63	2.517a	0.098s	2.395	
			Displ (MT)-----	LCB-----	TCB-----	VCB-----	
HULL	1.025		1.00	4.690a	0.000	-0.049	0.000

			WEIGHT EXCESS:	72.63			
Distances in METERS.-----							

Tanks' Capacity Tables

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK2.S, Contents: BLACK&GREY W at 1.000 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		3.88	6.177f	2.747s	2.927			
50	.938		3.64	6.182f	2.735s	2.897	0.83	0.389	1.41
100	.876		3.40	6.188f	2.722s	2.867	0.88	0.398	1.35
150	.816		3.16	6.195f	2.708s	2.837	0.93	0.408	1.29
200	.756		2.93	6.203f	2.693s	2.806	0.98	0.419	1.23
250	.698		2.71	6.212f	2.677s	2.775	1.05	0.430	1.16
300	.640		2.48	6.223f	2.661s	2.744	1.12	0.443	1.10
350	.584		2.27	6.236f	2.643s	2.712	1.20	0.458	1.04
400	.529		2.05	6.252f	2.623s	2.679	1.29	0.473	0.97
450	.475		1.84	6.270f	2.602s	2.646	1.40	0.491	0.91
500	.423		1.64	6.294f	2.579s	2.611	1.53	0.510	0.84
550	.372		1.44	6.323f	2.553s	2.575	1.69	0.533	0.77
600	.323		1.25	6.361f	2.524s	2.537	1.88	0.559	0.70
650	.275		1.07	6.410f	2.490s	2.496	0.86	0.378	0.40
700	.242		0.94	6.406f	2.467s	2.465	0.94	0.378	0.36
750	.211		0.82	6.400f	2.443s	2.434	1.02	0.376	0.31
800	.181		0.70	6.393f	2.418s	2.402	1.12	0.372	0.26
850	.153		0.60	6.386f	2.391s	2.371	1.24	0.366	0.22
900	.127		0.49	6.376f	2.363s	2.339	1.39	0.357	0.18
950	.103		0.40	6.365f	2.333s	2.307	1.57	0.346	0.14
1000	.081		0.31	6.351f	2.303s	2.275	1.80	0.332	0.10
1050	.061		0.24	6.332f	2.270s	2.243	2.10	0.315	0.08
1100	.044		0.17	6.306f	2.237s	2.211	2.51	0.298	0.05
1150	.029		0.11	6.267f	2.201s	2.178	3.10	0.277	0.03
1200	.017		0.07	6.209f	2.164s	2.144	3.97	0.255	0.02
1250	.008		0.03	6.111f	2.125s	2.110	5.07	0.230	0.01
1300	.003		0.01	5.946f	2.087s	2.074	4.62	0.174	0.00
1350	.000		0.00	5.729f	2.045s	2.037	3.00	0.095	0.00
1400	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK2.S Reference Point: Long.= 6.155f Trans.= 3.052s Vert.= 3.400
(Zero Ullage is at the Reference Point.)

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK3.P, Contents: FRESH WATER at 1.000 Specific Gravity

Ullage	Load	Weight	Center of Gravity			GML	GMT	FSM M.-MT
		METRIC TON	LCG	TCG	VCG			
0	1.000	9.60	4.020f	1.484p	2.318			
50	.941	9.03	4.022f	1.474p	2.293	1.77	1.031	9.31
100	.880	8.45	4.024f	1.461p	2.266	1.90	1.134	9.59
150	.820	7.87	4.027f	1.445p	2.240	2.05	1.254	9.87
200	.758	7.28	4.030f	1.425p	2.213	2.24	1.395	10.15
250	.696	6.69	4.035f	1.400p	2.185	2.44	1.555	10.40
300	.634	6.09	4.039f	1.369p	2.157	2.66	1.674	10.19
350	.573	5.50	4.043f	1.334p	2.128	2.91	1.749	9.62
400	.513	4.92	4.046f	1.296p	2.099	3.19	1.794	8.83
450	.454	4.36	4.049f	1.256p	2.070	3.51	1.836	8.01
500	.398	3.82	4.052f	1.212p	2.040	3.91	1.881	7.18
550	.343	3.29	4.053f	1.164p	2.011	4.40	1.936	6.38
600	.290	2.79	4.052f	1.110p	1.981	5.02	1.998	5.57
650	.240	2.31	4.049f	1.051p	1.951	5.75	2.048	4.73
700	.193	1.86	4.044f	0.986p	1.921	6.66	2.080	3.86
750	.150	1.44	4.038f	0.913p	1.890	7.89	2.103	3.02
800	.110	1.06	4.028f	0.832p	1.860	9.66	2.127	2.25
850	.075	0.72	4.012f	0.740p	1.828	12.31	2.130	1.53
900	.045	0.43	3.986f	0.636p	1.797	16.69	2.049	0.89
950	.022	0.21	3.930f	0.519p	1.765	25.67	2.002	0.42
1000	.006	0.06	3.742f	0.391p	1.733	52.93	2.240	0.13
1050	.000	0.00	2.323f	0.367p	1.696	12.52	0.859	0.00
1100	.000	0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK3.P Reference Point: Long.= 4.085f Trans.= 1.877p Vert.= 2.750

(Zero Ullage is at the Reference Point.)

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK4.S, Contents: FRESH WATER at 1.000 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		6.25	3.322f	1.638s	2.322			
50	.940		5.87	3.323f	1.627s	2.296	0.79	0.981	5.76
100	.878		5.49	3.324f	1.613s	2.270	0.85	1.079	5.92
150	.817		5.10	3.325f	1.596s	2.243	0.92	1.194	6.09
200	.754		4.71	3.326f	1.575s	2.216	1.00	1.329	6.26
250	.692		4.32	3.328f	1.549s	2.188	1.10	1.480	6.40
300	.629		3.93	3.330f	1.518s	2.159	1.19	1.565	6.15
350	.568		3.55	3.332f	1.483s	2.130	1.30	1.607	5.70
400	.508		3.17	3.333f	1.446s	2.101	1.43	1.648	5.23
450	.449		2.81	3.333f	1.406s	2.072	1.58	1.696	4.76
500	.392		2.45	3.332f	1.362s	2.043	1.77	1.750	4.29
550	.337		2.11	3.329f	1.312s	2.013	2.00	1.811	3.82
600	.285		1.78	3.325f	1.258s	1.983	2.25	1.841	3.27
650	.235		1.47	3.320f	1.198s	1.952	2.56	1.867	2.74
700	.188		1.18	3.313f	1.133s	1.922	2.97	1.875	2.21
750	.145		0.91	3.303f	1.060s	1.891	3.51	1.866	1.69
800	.106		0.66	3.290f	0.980s	1.860	4.30	1.848	1.23
850	.072		0.45	3.269f	0.888s	1.829	5.48	1.798	0.81
900	.043		0.27	3.234f	0.783s	1.797	7.36	1.627	0.44
950	.020		0.13	3.167f	0.663s	1.765	11.06	1.404	0.18
1000	.006		0.03	2.990f	0.524s	1.732	20.21	1.066	0.04
1050	.000		0.00	2.323f	0.367s	1.696	12.52	0.859	0.00
1100	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK4.S Reference Point: Long.= 3.395f Trans.= 2.037s Vert.= 2.750

(Zero Ullage is at the Reference Point.)

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK5.P, Contents: FUEL OIL at 0.830 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		8.74	0.808a	1.948p	2.330			
50	.936		8.18	0.808a	1.928p	2.303	2.05	1.507	12.33
100	.871		7.61	0.807a	1.904p	2.275	2.22	1.663	12.66
150	.805		7.04	0.807a	1.874p	2.246	2.42	1.845	12.99
200	.739		6.46	0.807a	1.837p	2.217	2.63	1.979	12.79
250	.674		5.90	0.807a	1.797p	2.187	2.82	2.028	11.96
300	.611		5.34	0.807a	1.754p	2.158	3.04	2.073	11.08
350	.550		4.81	0.808a	1.709p	2.128	3.28	2.114	10.16
400	.490		4.29	0.808a	1.660p	2.098	3.56	2.154	9.23
450	.433		3.78	0.809a	1.608p	2.068	3.89	2.183	8.26
500	.377		3.30	0.810a	1.553p	2.037	4.28	2.212	7.30
550	.325		2.84	0.812a	1.493p	2.007	4.75	2.232	6.34
600	.275		2.40	0.814a	1.429p	1.976	5.31	2.239	5.38
650	.228		1.99	0.817a	1.361p	1.945	6.03	2.252	4.48
700	.184		1.61	0.821a	1.286p	1.914	6.94	2.249	3.62
750	.144		1.25	0.826a	1.203p	1.883	8.17	2.241	2.81
800	.107		0.94	0.834a	1.113p	1.852	9.85	2.193	2.05
850	.075		0.65	0.847a	1.011p	1.820	12.38	2.164	1.42
900	.048		0.42	0.865a	0.895p	1.788	16.39	2.067	0.86
950	.026		0.22	0.897a	0.760p	1.755	23.58	1.866	0.42
1000	.010		0.09	0.939a	0.611p	1.722	39.63	1.372	0.12
1050	.002		0.01	1.069a	0.440p	1.690	105.74	0.724	0.01
1100	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK5.P Reference Point: Long.= 0.745a Trans.= 2.299p Vert.= 2.750
(Zero Ullage is at the Reference Point.)

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK6.S, Contents: FUEL OIL at 0.830 Specific Gravity

Ullage	Load	Weight METRIC TON	Center of Gravity			GML	GMT	FSM M.-MT
			LCG	TCG	VCG			
0	1.000	8.74	0.808a	1.948s	2.330			
50	.936	8.18	0.808a	1.928s	2.303	2.05	1.507	12.33
100	.871	7.61	0.807a	1.904s	2.275	2.22	1.663	12.66
150	.805	7.04	0.807a	1.874s	2.246	2.42	1.845	12.99
200	.739	6.46	0.807a	1.837s	2.217	2.63	1.979	12.79
250	.674	5.90	0.807a	1.797s	2.187	2.82	2.028	11.96
300	.611	5.34	0.807a	1.754s	2.158	3.04	2.073	11.08
350	.550	4.81	0.808a	1.709s	2.128	3.28	2.114	10.16
400	.490	4.29	0.808a	1.660s	2.098	3.56	2.154	9.23
450	.433	3.78	0.809a	1.608s	2.068	3.89	2.183	8.26
500	.377	3.30	0.810a	1.553s	2.037	4.28	2.212	7.30
550	.325	2.84	0.812a	1.493s	2.007	4.75	2.232	6.34
600	.275	2.40	0.814a	1.429s	1.976	5.31	2.239	5.38
650	.228	1.99	0.817a	1.361s	1.945	6.03	2.252	4.48
700	.184	1.61	0.821a	1.286s	1.914	6.94	2.249	3.62
750	.144	1.25	0.826a	1.203s	1.883	8.17	2.241	2.81
800	.107	0.94	0.834a	1.113s	1.852	9.85	2.193	2.05
850	.075	0.65	0.847a	1.011s	1.820	12.38	2.164	1.42
900	.048	0.42	0.865a	0.895s	1.788	16.39	2.067	0.86
950	.026	0.22	0.897a	0.760s	1.755	23.58	1.866	0.42
1000	.010	0.09	0.939a	0.611s	1.722	39.63	1.372	0.12
1050	.002	0.01	1.069a	0.440s	1.690	105.74	0.724	0.01
1100	.000	0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK6.S Reference Point: Long.= 0.745a Trans.= 2.299s Vert.= 2.750
(Zero Ullage is at the Reference Point.)

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK7.P, Contents: FUEL OIL at 0.830 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		13.47	5.970a	1.998p	2.354			
50	.933		12.56	5.960a	1.977p	2.327	5.34	1.601	20.10
100	.864		11.64	5.948a	1.950p	2.300	5.82	1.772	20.63
150	.795		10.71	5.934a	1.918p	2.271	6.38	1.975	21.16
200	.726		9.77	5.917a	1.878p	2.242	6.99	2.171	21.22
250	.657		8.84	5.894a	1.830p	2.212	7.66	2.297	20.31
300	.589		7.93	5.864a	1.778p	2.182	8.39	2.365	18.76
350	.523		7.05	5.826a	1.721p	2.152	9.10	2.389	16.83
400	.460		6.20	5.781a	1.660p	2.121	9.90	2.399	14.87
450	.400		5.39	5.725a	1.595p	2.090	10.78	2.402	12.95
500	.342		4.60	5.674a	1.526p	2.059	12.71	2.409	11.08
550	.287		3.86	5.612a	1.453p	2.027	13.94	2.387	9.21
600	.235		3.17	5.540a	1.375p	1.994	15.35	2.354	7.47
650	.189		2.54	5.453a	1.293p	1.962	16.97	2.313	5.88
700	.146		1.97	5.348a	1.204p	1.929	18.72	2.259	4.45
750	.109		1.47	5.222a	1.109p	1.895	20.42	2.201	3.23
800	.077		1.04	5.078a	1.008p	1.862	20.97	2.114	2.19
850	.051		0.68	4.944a	0.903p	1.829	19.68	2.013	1.38
900	.030		0.41	4.818a	0.793p	1.796	22.38	1.842	0.75
950	.014		0.20	4.618a	0.677p	1.763	31.81	1.646	0.32
1000	.004		0.06	4.205a	0.554p	1.728	39.45	1.362	0.08
1050	.000		0.00	3.587a	0.408p	1.692	33.55	0.577	0.00
1100	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK7.P Reference Point: Long.= 6.380a Trans.= 2.321p Vert.= 2.750

(Zero Ullage is at the Reference Point.)

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK8.S, Contents: FUEL OIL at 0.830 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		13.47	5.970a	1.998s	2.354			
50	.933		12.56	5.960a	1.977s	2.327	5.34	1.601	20.10
100	.864		11.64	5.948a	1.950s	2.300	5.82	1.772	20.63
150	.795		10.71	5.934a	1.918s	2.271	6.38	1.975	21.16
200	.726		9.77	5.917a	1.878s	2.242	6.99	2.171	21.22
250	.657		8.84	5.894a	1.830s	2.212	7.66	2.297	20.31
300	.589		7.93	5.864a	1.778s	2.182	8.39	2.365	18.76
350	.523		7.05	5.826a	1.721s	2.152	9.10	2.389	16.83
400	.460		6.20	5.781a	1.660s	2.121	9.90	2.399	14.87
450	.400		5.39	5.725a	1.595s	2.090	10.78	2.402	12.95
500	.342		4.60	5.674a	1.526s	2.059	12.71	2.409	11.08
550	.287		3.86	5.612a	1.453s	2.027	13.94	2.387	9.21
600	.235		3.17	5.540a	1.375s	1.994	15.35	2.354	7.47
650	.189		2.54	5.453a	1.293s	1.962	16.97	2.313	5.88
700	.146		1.97	5.348a	1.204s	1.929	18.72	2.259	4.45
750	.109		1.47	5.222a	1.109s	1.895	20.42	2.201	3.23
800	.077		1.04	5.078a	1.008s	1.862	20.97	2.114	2.19
850	.051		0.68	4.944a	0.903s	1.829	19.68	2.013	1.38
900	.030		0.41	4.818a	0.793s	1.796	22.38	1.842	0.75
950	.014		0.20	4.618a	0.677s	1.763	31.81	1.646	0.32
1000	.004		0.06	4.205a	0.554s	1.728	39.45	1.362	0.08
1050	.000		0.00	3.587a	0.408s	1.692	33.55	0.577	0.00
1100	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK8.S Reference Point: Long.= 6.380a Trans.= 2.321s Vert.= 2.750

(Zero Ullage is at the Reference Point.)

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK78.C, Contents: FUEL OIL at 0.830 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		3.77	8.792a	0.000	2.293			
50	.945		3.57	8.791a	0.000	2.268	0.49	0.556	1.98
100	.890		3.36	8.790a	0.000	2.243	0.52	0.590	1.98
150	.835		3.15	8.788a	0.000	2.218	0.55	0.629	1.98
200	.781		2.95	8.787a	0.000	2.193	0.59	0.673	1.98
250	.726		2.74	8.785a	0.000	2.168	0.63	0.724	1.98
300	.671		2.53	8.783a	0.000	2.143	0.68	0.783	1.98
350	.616		2.32	8.780a	0.000	2.118	0.75	0.853	1.98
400	.561		2.12	8.777a	0.000	2.093	0.82	0.937	1.98
450	.506		1.91	8.774a	0.000	2.067	0.91	1.038	1.98
500	.452		1.70	8.769a	0.000	2.042	1.02	1.164	1.98
550	.397		1.50	8.763a	0.000	2.017	1.16	1.325	1.98
600	.342		1.29	8.756a	0.000	1.992	1.34	1.537	1.98
650	.287		1.08	8.745a	0.000	1.966	1.60	1.831	1.98
700	.232		0.88	8.730a	0.000	1.940	1.98	2.264	1.98
750	.177		0.67	8.704a	0.000	1.914	2.59	2.963	1.98
800	.123		0.46	8.657a	0.000	1.887	3.75	4.289	1.98
850	.069		0.26	8.550a	0.000	1.857	5.86	6.268	1.63
900	.026		0.10	8.349a	0.000	1.824	8.49	7.644	0.74
950	.004		0.01	8.085a	0.000	1.788	5.40	6.863	0.10
1000	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK78.C Reference Point: Long.= 8.795a Trans.= 0.000 Vert.= 2.750
(Zero Ullage is at the Reference Point.)

08-03-10 09:20:19
GHS 9.50

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SALUTE - C 2095 - S/Y 56M
TANKS' PLOT
file di origine: 95graf.run

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK9.P, Contents: SLUDGE at 0.850 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		1.49	10.689a	1.918p	2.428			
50	.924		1.37	10.689a	1.915p	2.404	0.41	0.510	0.70
100	.846		1.26	10.689a	1.909p	2.379	0.45	0.585	0.74
150	.767		1.14	10.690a	1.901p	2.353	0.50	0.677	0.77
200	.687		1.02	10.690a	1.890p	2.328	0.56	0.792	0.81
250	.607		0.90	10.692a	1.873p	2.301	0.64	0.941	0.85
300	.525		0.78	10.694a	1.849p	2.274	0.74	1.139	0.89
350	.442		0.66	10.697a	1.813p	2.246	0.88	1.405	0.92
400	.360		0.53	10.700a	1.761p	2.216	1.06	1.522	0.81
450	.281		0.42	10.701a	1.702p	2.186	1.29	1.464	0.61
500	.210		0.31	10.698a	1.639p	2.155	1.63	1.357	0.42
550	.146		0.22	10.682a	1.570p	2.124	2.21	1.257	0.27
600	.090		0.13	10.643a	1.491p	2.091	2.95	1.145	0.15
650	.046		0.07	10.563a	1.407p	2.057	3.90	1.011	0.07
700	.017		0.03	10.421a	1.325p	2.021	3.81	0.814	0.02
750	.003		0.01	10.246a	1.240p	1.984	2.94	0.504	0.00
800	.000		0.00	10.017a	1.151p	1.947	0.43	0.074	0.00
850	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK9.P Reference Point: Long.= 10.865a Trans.= 2.296p Vert.= 2.750
(Zero Ullage is at the Reference Point.)

08-03-10 09:20:19
GHS 9.50

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SALUTE - C 2095 - S/Y 56M
TANKS' PLOT
file di origine: 95graf.run

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK10.S, Contents: BILGE at 1.010 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		1.77	10.689a	1.918s	2.428			
50	.924		1.63	10.689a	1.915s	2.404	0.41	0.510	0.83
100	.846		1.49	10.689a	1.909s	2.379	0.45	0.585	0.87
150	.767		1.36	10.690a	1.901s	2.353	0.50	0.677	0.92
200	.687		1.21	10.690a	1.890s	2.328	0.56	0.792	0.96
250	.607		1.07	10.692a	1.873s	2.301	0.64	0.941	1.01
300	.525		0.93	10.694a	1.849s	2.274	0.74	1.139	1.06
350	.442		0.78	10.697a	1.813s	2.246	0.88	1.405	1.10
400	.360		0.63	10.700a	1.761s	2.216	1.06	1.522	0.97
450	.281		0.50	10.701a	1.702s	2.186	1.29	1.464	0.73
500	.210		0.37	10.698a	1.639s	2.155	1.63	1.357	0.50
550	.146		0.26	10.682a	1.570s	2.124	2.21	1.257	0.32
600	.090		0.16	10.643a	1.491s	2.091	2.95	1.145	0.18
650	.046		0.08	10.563a	1.407s	2.057	3.90	1.011	0.08
700	.017		0.03	10.421a	1.325s	2.021	3.81	0.814	0.02
750	.003		0.01	10.246a	1.240s	1.984	2.94	0.504	0.00
800	.000		0.00	10.017a	1.151s	1.947	0.43	0.074	0.00
850	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK10.S Reference Point: Long.= 10.865a Trans.= 2.296s Vert.= 2.750
(Zero Ullage is at the Reference Point.)

08-03-10 09:20:19
GHS 9.50

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SALUTE - C 2095 - S/Y 56M
TANKS' PLOT
file di origine: 95graf.run

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK11.P, Contents: FUEL OIL at 0.830 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		0.37	10.495a	1.690p	4.805			
50	.933		0.35	10.495a	1.690p	4.780	0.03	0.192	0.07
100	.867		0.32	10.495a	1.690p	4.755	0.03	0.207	0.07
150	.800		0.30	10.495a	1.690p	4.730	0.03	0.224	0.07
200	.733		0.27	10.495a	1.690p	4.705	0.04	0.244	0.07
250	.667		0.25	10.495a	1.690p	4.680	0.04	0.269	0.07
300	.600		0.22	10.495a	1.690p	4.655	0.05	0.299	0.07
350	.533		0.20	10.495a	1.690p	4.630	0.05	0.336	0.07
400	.467		0.17	10.495a	1.690p	4.605	0.06	0.384	0.07
450	.400		0.15	10.495a	1.690p	4.580	0.07	0.448	0.07
500	.333		0.12	10.495a	1.690p	4.555	0.08	0.537	0.07
550	.267		0.10	10.495a	1.690p	4.530	0.10	0.672	0.07
600	.200		0.07	10.495a	1.690p	4.505	0.14	0.896	0.07
650	.133		0.05	10.495a	1.690p	4.480	0.21	1.343	0.07
700	.067		0.02	10.495a	1.690p	4.455	0.42	2.683	0.07
750	.000		0.00	10.495a	1.690p	4.430	184.52	TooBig	0.07
800	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK11.P Reference Point: Long.= 10.495a Trans.= 1.690p Vert.= 5.180
(Zero Ullage is at the Reference Point.)

08-03-10 09:20:19
GHS 9.50

Perini Navi
SALUTE - C 2095 - S/Y 56M
TANKS' PLOT
file di origine: 95graf.run

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK12.S, Contents: FUEL OIL at 0.830 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		0.37	10.495a	1.690s	4.805			
50	.933		0.35	10.495a	1.690s	4.780	0.03	0.192	0.07
100	.867		0.32	10.495a	1.690s	4.755	0.03	0.207	0.07
150	.800		0.30	10.495a	1.690s	4.730	0.03	0.224	0.07
200	.733		0.27	10.495a	1.690s	4.705	0.04	0.244	0.07
250	.667		0.25	10.495a	1.690s	4.680	0.04	0.269	0.07
300	.600		0.22	10.495a	1.690s	4.655	0.05	0.299	0.07
350	.533		0.20	10.495a	1.690s	4.630	0.05	0.336	0.07
400	.467		0.17	10.495a	1.690s	4.605	0.06	0.384	0.07
450	.400		0.15	10.495a	1.690s	4.580	0.07	0.448	0.07
500	.333		0.12	10.495a	1.690s	4.555	0.08	0.537	0.07
550	.267		0.10	10.495a	1.690s	4.530	0.10	0.672	0.07
600	.200		0.07	10.495a	1.690s	4.505	0.14	0.896	0.07
650	.133		0.05	10.495a	1.690s	4.480	0.21	1.343	0.07
700	.067		0.02	10.495a	1.690s	4.455	0.42	2.683	0.07
750	.000		0.00	10.495a	1.690s	4.430	184.52	TooBig	0.07
800	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----

TANK12.S Reference Point: Long.= 10.495a Trans.= 1.690s Vert.= 5.180
(Zero Ullage is at the Reference Point.)

08-03-10 09:20:19
GHS 9.50

Perini Navi
SALUTE - C 2095 - S/Y 56M
TANKS' PLOT
file di origine: 95graf.run

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK910.C, Contents: LUB OIL at 0.850 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		1.71	10.512a	0.000	2.334			
50	.940		1.61	10.511a	0.000	2.309	0.14	0.533	0.86
100	.880		1.50	10.511a	0.000	2.284	0.15	0.570	0.86
150	.820		1.40	10.510a	0.000	2.259	0.16	0.611	0.86
200	.760		1.30	10.509a	0.000	2.234	0.17	0.660	0.86
250	.700		1.19	10.508a	0.000	2.208	0.19	0.716	0.86
300	.639		1.09	10.507a	0.000	2.183	0.21	0.784	0.86
350	.579		0.99	10.506a	0.000	2.158	0.23	0.865	0.86
400	.519		0.89	10.504a	0.000	2.133	0.26	0.966	0.86
450	.459		0.78	10.502a	0.000	2.108	0.29	1.092	0.86
500	.399		0.68	10.500a	0.000	2.083	0.33	1.257	0.86
550	.339		0.58	10.496a	0.000	2.057	0.39	1.480	0.86
600	.279		0.48	10.491a	0.000	2.032	0.48	1.800	0.86
650	.218		0.37	10.483a	0.000	2.006	0.61	2.295	0.86
700	.158		0.27	10.469a	0.000	1.980	0.84	3.168	0.86
750	.098		0.17	10.438a	0.000	1.952	1.32	4.855	0.81
800	.043		0.07	10.372a	0.000	1.921	2.28	6.527	0.48
850	.008		0.01	10.204a	0.000	1.886	2.81	5.109	0.07
900	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----
TANK910.C Reference Point: Long.= 10.520a Trans.= 0.000 Vert.= 2.750
(Zero Ullage is at the Reference Point.)

08-03-10 09:20:19
GHS 9.50

Perini Navi
SALUTE - C 2095 - S/Y 56M
TANKS' PLOT
file di origine: 95graf.run

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TANK CHARACTERISTICS

No Trim, No Heel

Tank: TANK102.C, Contents: GLYCOL at 1.000 Specific Gravity

Ullage	Load	Weight		Center of Gravity			GML	GMT	FSM M.-MT
		METRIC	TON	LCG	TCG	VCG			
0	1.000		1.25	11.652f	0.000	2.190			
50	.876		1.10	11.649f	0.000	2.164	0.45	1.365	1.49
100	.751		0.94	11.645f	0.000	2.137	0.53	1.591	1.49
150	.627		0.78	11.639f	0.000	2.110	0.63	1.906	1.49
200	.502		0.63	11.630f	0.000	2.081	0.78	2.345	1.47
250	.381		0.48	11.619f	0.000	2.051	0.97	2.742	1.31
300	.268		0.33	11.607f	0.000	2.020	1.25	2.802	0.94
350	.171		0.21	11.590f	0.000	1.989	1.62	2.552	0.54
400	.092		0.12	11.558f	0.000	1.957	2.30	2.272	0.26
450	.035		0.04	11.481f	0.000	1.924	3.78	1.843	0.08
500	.005		0.01	11.247f	0.000	1.888	3.78	1.387	0.01
550	.000		0.00						

Ullages in mm.-----Other distances in METERS.-----
TANK102.C Reference Point: Long.= 11.675f Trans.= 0.000 Vert.= 2.400
(Zero Ullage is at the Reference Point.)

Loading Conditions

On following pages are details of stability analysis for typical loading conditions. An evidence of MCA Code limits attainment for the same conditions is given on pages 5-6 of this booklet.

Detailed prepared loading conditions are:

LIGHTSHIP CONDITIONS (NOT SEAGOING CONDITIONS)

Centerboard UP

Centerboard DOWN

MOTORING CONDITIONS – CENTERBOARD UP

Maximum Load Condition (Departure condition)

Contractual Full Load Condition (Departure Condition)

Light Load Condition (Arrival Condition)

SAILING CONDITIONS – CENTERBOARD DOWN

Maximum Load Condition (Departure condition)

Contractual Full Load Condition (Departure Condition)

Light Load Condition (Arrival Condition)

Lightship Condition – Centerboard UP (not a Seagoing Condition)

08-03-18 15:12:02
GHS 9.50

Perini Navi
S/Y "SALUTE" - C 2095 - 56M
MOTORING CONDITION
CENTERBOARD UP
LIGHTSHIP CONDITION

Page 1

"NOT A SEAGOING CONDITION"

WEIGHT and DISPLACEMENT STATUS

base plane draft: 3.582 @ 23.03f, 3.884 @ 23.03a

Trim: Aft 0.302/46.060, Heel: Stbd 0.73 deg.

Part-----	Weight (MT)----	LCG-----	TCG-----	VCG-----	FSM	
WEIGHT	468.20	2.648a	0.024s	5.788		
Ltrs.-----	SpGr-----	Weight (MT)---- <td>LCG----- <td>TCG----- <td>VCG</td> </td></td>	LCG----- <td>TCG----- <td>VCG</td> </td>	TCG----- <td>VCG</td>	VCG	
Total Tanks----->		0.00			0.00	
		Displ (MT)---- <td>LCB----- <td>TCB----- <td>VCB----- <td>RefHt</td> </td></td></td>	LCB----- <td>TCB----- <td>VCB----- <td>RefHt</td> </td></td>	TCB----- <td>VCB----- <td>RefHt</td> </td>	VCB----- <td>RefHt</td>	RefHt
HULL	1.025	468.18	2.667a	0.061s	2.868	-3.733

Righting Arms:		0.000	0.000s			
Distances in METERS.-----Moments in M.-MT.						

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GHS 9.50

Perini Navi
S/Y "SALUTE" - C 2095 - 56M
MOTORING CONDITION
CENTERBOARD UP
LIGHTSHIP CONDITION

Page 2

"NOT A SEAGOING CONDITION"

RIGHTING ARMS vs HEEL ANGLE
LCG = 2.648a TCG = 0.024s VCG = 5.788

Origin	Degrees of	Displacement	Righting Arms			
Depth	Trim	Heel	Weight (MT)	in Trim	in Heel	Area
3.733	0.38a	0.73s	468.17	0.002a	0.000s	0.0000
3.704	0.35a	5.73s	468.18	0.000	0.164s	0.0072
3.629	0.27a	10.73s	468.17	0.000	0.319s	0.0283
3.505	0.15a	15.73s	468.26	0.000	0.452s	0.0621
3.330	0.01f	20.73s	468.20	0.000	0.553s	0.1062
3.103	0.19f	25.73s	468.20	0.000	0.624s	0.1578
2.827	0.38f	30.73s	468.20	0.000	0.665s	0.2142
2.769	0.42f	31.72s	468.30	0.000	0.666s	0.2257
2.521	0.56f	35.73s	468.20	0.000	0.644s	0.2718
2.195	0.73f	40.73s	468.33	0.000	0.561s	0.3248
1.843	0.87f	45.73s	468.31	0.000	0.438s	0.3687
1.469	1.02f	50.73s	468.12	0.000	0.294s	0.4008
1.083	1.16f	55.73s	468.20	0.000	0.160s	0.4205
0.688	1.31f	60.73s	468.13	0.000	0.060s	0.4299
0.421	1.41f	64.08s	468.30	0.000	0.000s	0.4316
0.288	1.46f	65.73s	468.13	0.000	-0.032s	0.4311
-0.124	1.61f	70.73s	468.26	0.000	-0.137s	0.4238
-0.552	1.76f	75.73s	468.20	0.000	-0.261s	0.4066
-0.994	1.87f	80.73s	468.28	0.000	-0.429s	0.3769
-1.430	1.94f	85.73s	468.21	0.000	-0.606s	0.3318
-1.860	1.97f	90.73s	468.17	0.000	-0.782s	0.2712
-2.280	1.97f	95.73s	468.10	0.000	-0.955s	0.1954
-2.686	1.94f	100.73s	468.20	0.000	-1.120s	0.1048
-3.450	1.79f	110.73s	468.20	0.000	-1.414s	-0.1170
-4.129	1.53f	120.73s	468.09	0.000	-1.647s	-0.3850
-4.710	1.19f	130.73s	468.20	0.000	-1.777s	-0.6854

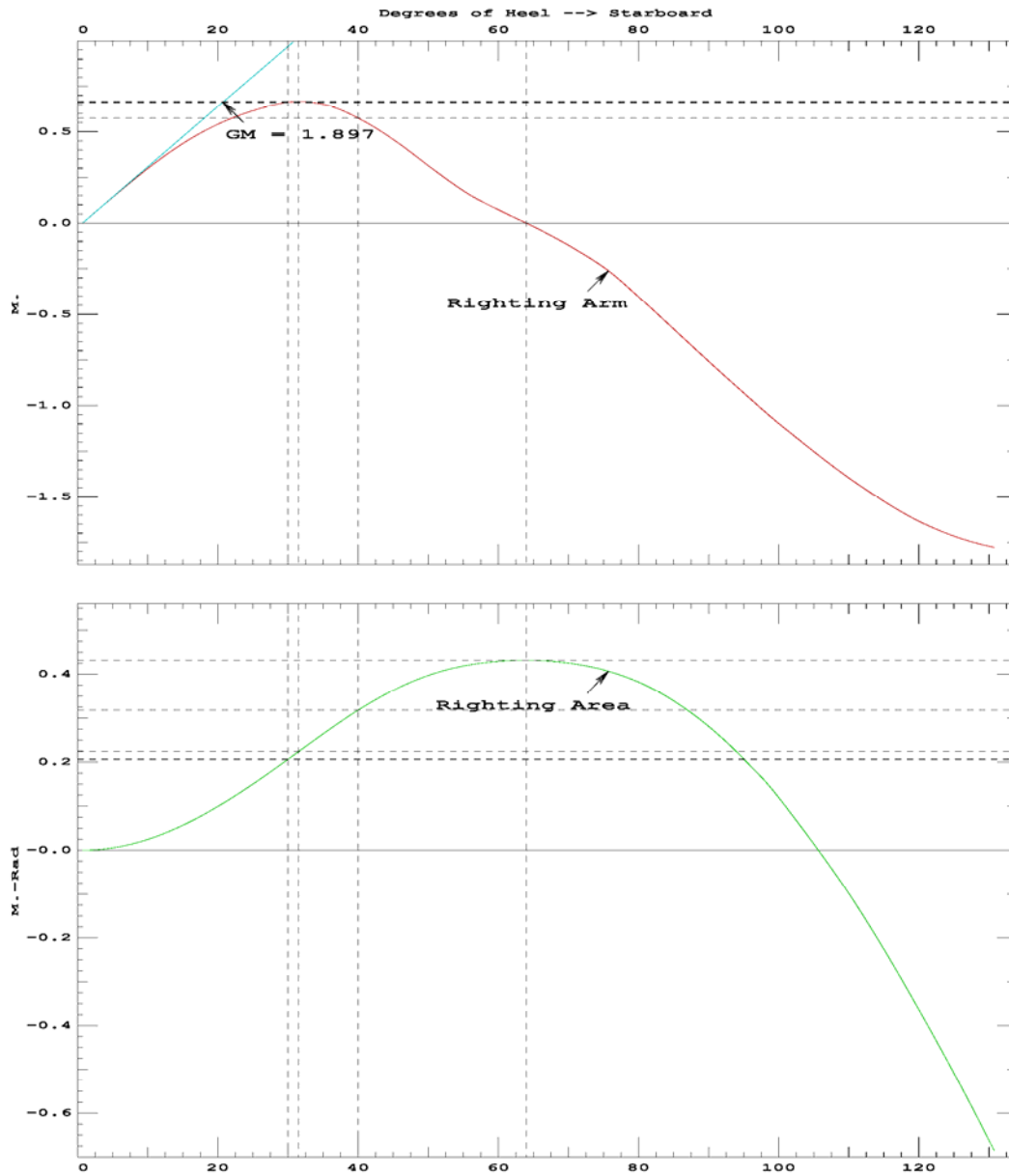
Distances in METERS.---Specific Gravity = 1.025.---Area in M.-Rad.

08-03-18 15:12:02
GHS 9.50

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S/Y ""SALUTE"" - C.2095 - 56M
MOTORING CONDITION
CENTERBOARD UP
LIGHTSHIP CONDITION

""NOT A SEAGOING CONDITION""



Lightship Condition – Centerboard DOWN (not a Seagoing Condition)

08-03-18 15:27:42
GHS 9.50

Perini Navi
S/Y "SALUTE" - C 2095 - 56M
SAILING CONDITION
CENTERBOARD DOWN
LIGHTSHIP CONDITION

Page 1

"NOT A SEAGOING CONDITION"

WEIGHT and DISPLACEMENT STATUS

base plane draft: 3.648 @ 23.03f, 3.835 @ 23.03a

Trim: Aft 0.188/46.060, Heel: Stbd 0.59 deg.

Part-----	Weight (MT)----	LCG-----	TCG-----	VCG-----	FSM-----	
LIGHT SHIP	468.20	2.648a	0.024s	5.788		
Centerboard UP	-52.28	4.291a	0.000	1.177		
Centerboard DOWN	52.28	2.518a	0.000	-3.065		
Total Weight----->	468.20	2.450a	0.024s	5.314		
Ltrs.-----	SpGr-----	Weight (MT)---- <td>LCG-----</td> <td>TCG-----</td> <td>VCG-----</td>	LCG-----	TCG-----	VCG-----	
Total Tanks----->		0.00			0.00	
		Displ (MT)---- <td>LCB-----</td> <td>TCB-----</td> <td>VCB-----</td> <td>RefHt-----</td>	LCB-----	TCB-----	VCB-----	RefHt-----
HULL	1.025	468.20	2.460a	0.049s	2.867	-3.741

Righting Arms:		0.000	0.000s			
Distances in METERS.-----Moments in M.-MT.						

08-03-18 15:27:42
GHS 9.50

Perini Navi
S/Y "SALUTE" - C 2095 - 56M
SAILING CONDITION
CENTERBOARD DOWN
LIGHTSHIP CONDITION

Page 2

"NOT A SEAGOING CONDITION"

RIGHTING ARMS vs HEEL ANGLE
LCG = 2.450a TCG = 0.024s VCG = 5.314

Origin	Depth	Trim	Degrees of Heel	Displacement Weight (MT)	Righting Arms in Trim	in Heel	Area
	3.741	0.23a	0.59s	468.20	0.002f	0.000s	0.0000
	3.713	0.21a	5.59s	468.19	0.000	0.204s	0.0089
	3.639	0.13a	10.59s	468.13	0.000	0.398s	0.0352
	3.517	0.01a	15.59s	468.19	0.000	0.571s	0.0776
	3.342	0.14f	20.59s	468.20	0.000	0.711s	0.1338
	3.116	0.32f	25.59s	468.20	0.000	0.819s	0.2007
	2.841	0.52f	30.59s	468.20	0.000	0.898s	0.2759
	2.619	0.66f	34.24s	468.20	0.000	0.917s	0.3339
	2.535	0.70f	35.59s	468.20	0.000	0.914s	0.3554
	2.209	0.87f	40.59s	468.35	0.000	0.866s	0.4336
	1.857	1.02f	45.59s	468.33	0.000	0.775s	0.5054
	1.484	1.17f	50.59s	468.14	0.000	0.659s	0.5682
	1.099	1.32f	55.59s	468.20	0.000	0.548s	0.6208
	0.704	1.47f	60.59s	468.17	0.000	0.469s	0.6649
	0.304	1.62f	65.59s	468.21	0.000	0.396s	0.7026
	-0.107	1.78f	70.59s	468.28	0.000	0.307s	0.7335
	-0.535	1.92f	75.59s	468.20	0.000	0.197s	0.7556
	-0.977	2.04f	80.59s	468.30	0.000	0.040s	0.7663
	-1.082	2.06f	81.77s	468.20	0.000	0.000s	0.7667
	-1.414	2.11f	85.59s	468.24	0.000	-0.131s	0.7624
	-1.845	2.14f	90.59s	468.18	0.000	-0.305s	0.7434
	-2.265	2.14f	95.59s	468.10	0.000	-0.478s	0.7092
	-2.672	2.11f	100.59s	468.20	0.000	-0.648s	0.6601
	-3.438	1.96f	110.59s	468.20	0.000	-0.963s	0.5190
	-4.118	1.69f	120.59s	468.12	0.000	-1.230s	0.3269
	-4.700	1.34f	130.59s	468.20	0.000	-1.409s	0.0953

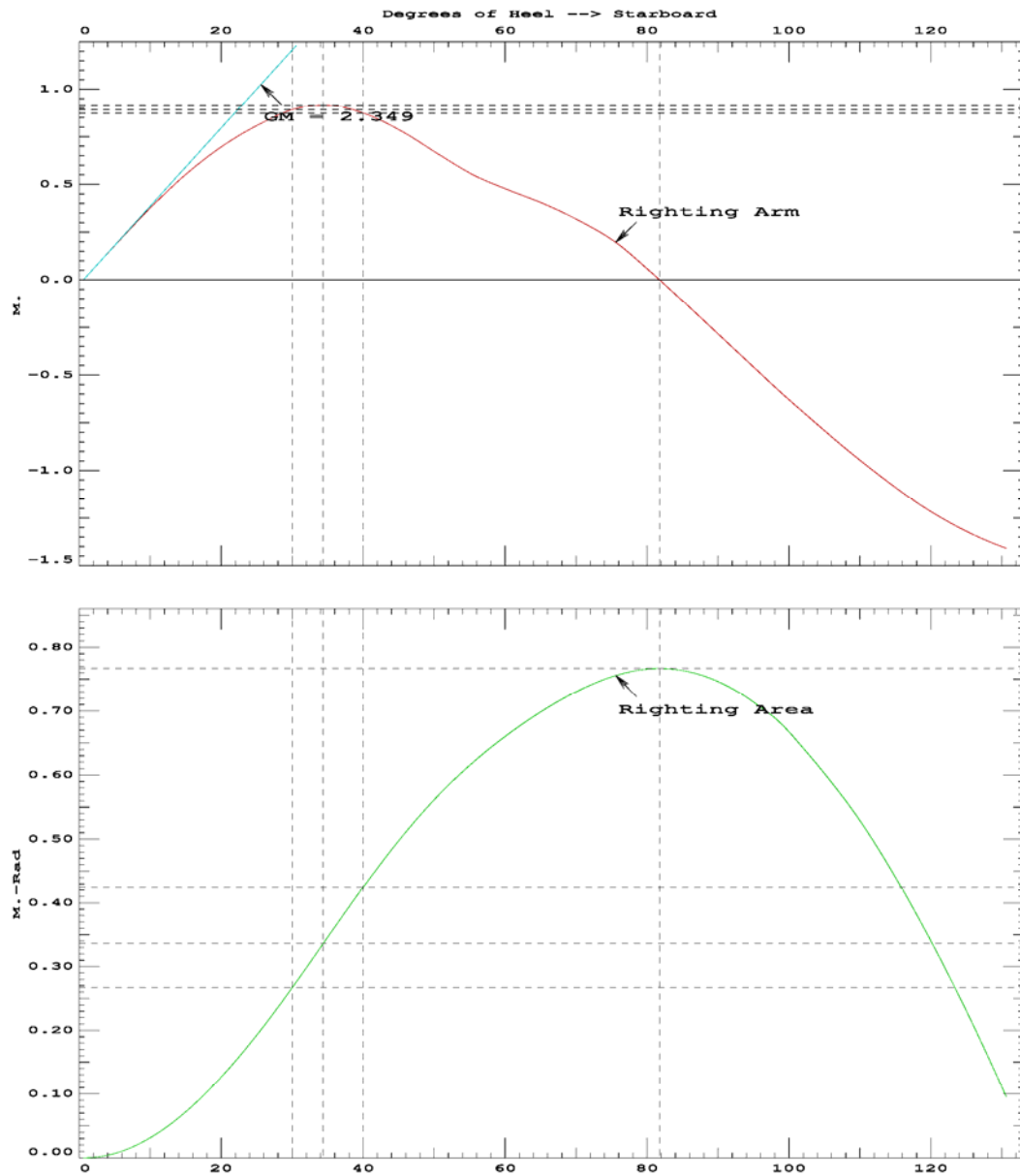
Distances in METERS.---Specific Gravity = 1.025.---Area in M.-Rad.

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Page 3

S/Y ""SALUTE"" - C.2095 - 56M

SAILING CONDITION
CENTERBOARD DOWN
LIGHTSHIP CONDITION

""NOT A SEAGOING CONDITION""

Maximum Load Condition – Centerboard UP (Departure Condition)

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Perini Navi
S/Y "SALUTE" - C 2095 - 56M

Page 1

MOTERING CONDITION
CENTERBOARD UP
MAXIMUM LOAD CONDITION - DEPARTURE

WEIGHT and DISPLACEMENT STATUS
base plane draft: 3.981 @ 23.03f, 4.068 @ 23.03a
Trim: Aft 0.088/46.060, Heel: Stbd 0.41 deg.

Part-----	Weight(MT)----	LCG-----	TCG-----	VCG-----
LIGHT SHIP	468.20	2.648a	0.024s	5.788
Standard Load 100%	9.69	3.000f	0.000	3.950
Extra load	22.10	0.000	0.000	5.550
Total Fixed----->	499.99	2.421a	0.022s	5.742

	Ltrs.-----	SpGr-----	Weight(MT)----	LCG-----	TCG-----	VCG-----	FSM-----
TANK2.S	194.0	1.000	0.19	6.310f	2.251s	2.222	0.06
TANK3.P	9409.2	1.000	9.41	4.020f	1.475p	2.310	9.19
TANK4.S	6124.2	1.000	6.12	3.320f	1.642s	2.314	5.61
TANK5.P	10324	0.830	8.57	0.812a	1.933p	2.321	11.74
TANK6.S	10324	0.830	8.57	0.812a	1.953s	2.321	11.65
TANK7.P	15902	0.830	13.20	5.976a	1.981p	2.346	19.32
TANK8.S	15902	0.830	13.20	5.976a	2.003s	2.346	19.61
TANK78.C	4454.8	0.830	3.70	8.792a	0.004s	2.284	1.98
TANK9.P	87.5	0.850	0.07	10.585a	1.408p	2.061	0.07
TANK10.S	87.5	1.010	0.09	10.575a	1.422s	2.061	0.10
TANK910.C	1969.2	0.850	1.67	10.512a	0.004s	2.325	0.86
TANK11.P	438.7	0.830	0.36	10.495a	1.689p	4.798	0.07
TANK12.S	438.7	0.830	0.36	10.495a	1.691s	4.798	0.07
Total Tanks----->			65.52	2.621a	0.044p	2.354	80.33
Total Weight----->			565.51	2.445a	0.015s	5.349	

		Displ(MT)----	LCB-----	TCB-----	VCB-----	RefHt-----
HULL	1.025	565.57	2.449a	0.031s	3.043	-4.024

Righting Arms: 0.000 0.000s
Distances in METERS.-----Moments in M.-MT.

SUMMARY OF LOADING

0.0 Ltrs. (0 %) CASTLEAD	194.0 Ltrs. (5 %) BLACK&GREY W
15,533.3 Ltrs. (98 %) FRESH WATER	57,784.0 Ltrs. (98 %) FUEL OIL
87.5 Ltrs. (5 %) SLUDGE	87.5 Ltrs. (5 %) BILGE
1,969.2 Ltrs. (98 %) LUB OIL	0.0 Ltrs. (0 %) GLYCOL
0.0 Ltrs. (0 %) unknown	0.0 Ltrs. (0 %) ZAVORRA
0.0 Ltrs. (0 %) LEAD	
9.69 MT of Standard Load 100%	22.10 MT of Extra load

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Perini Navi
S/Y "SALUTE" - C 2095 - 56M
MOTORING CONDITION
CENTERBOARD UP
MAXIMUM LOAD CONDITION - DEPARTURE

Page 2

RIGHTING ARMS vs HEEL ANGLE
Fixed CG: LCG = 2.421a TCG = 0.022s VCG = 5.742

Origin	Degrees of	Displacement	Righting Arms			
Depth---	Trim----	Heel-----	Weight(MT)---	in Trim--	in Heel---	Area
4.024	0.11a	0.41s	565.56	0.002f	0.000s	0.0000
3.998	0.09a	5.41s	565.50	0.000	0.177s	0.0077
3.925	0.03a	10.41s	565.54	0.002a	0.351s	0.0307
3.806	0.06f	15.41s	565.65	0.000	0.514s	0.0686
3.635	0.18f	20.41s	565.51	0.000	0.657s	0.1198
3.414	0.33f	25.41s	565.51	0.000	0.774s	0.1825
3.154	0.48f	30.41s	565.51	0.000	0.834s	0.2530
3.079	0.52f	31.78s	565.51	0.000	0.836s	0.2730
2.872	0.61f	35.41s	565.50	0.000	0.819s	0.3256
2.566	0.74f	40.41s	565.51	0.000	0.761s	0.3950
2.235	0.87f	45.41s	565.51	0.000	0.675s	0.4579
1.877	1.02f	50.41s	565.59	0.000	0.574s	0.5125
1.490	1.19f	55.41s	565.56	0.000	0.469s	0.5581
1.090	1.34f	60.41s	565.57	0.000	0.363s	0.5944
0.688	1.47f	65.41s	565.63	0.000	0.272s	0.6220
0.281	1.59f	70.41s	565.51	0.000	0.189s	0.6421
-0.127	1.70f	75.41s	565.51	0.000	0.085s	0.6541
-0.424	1.75f	79.06s	565.67	0.000	0.000s	0.6569

Distances in METERS.---Specific Gravity = 1.025.---Area in M.-Rad.

Note: The Center of Gravity shown above is for the Fixed Weight of 499.99 MT. As the tank load centers shift with heel and trim, the total Center of Gravity varies. The righting arms shown above include the effect of the C.G. variation.

LIM-----MCA 1997 11.2.1.1 INTACT CRITERIA-----Min/Max-----Attained

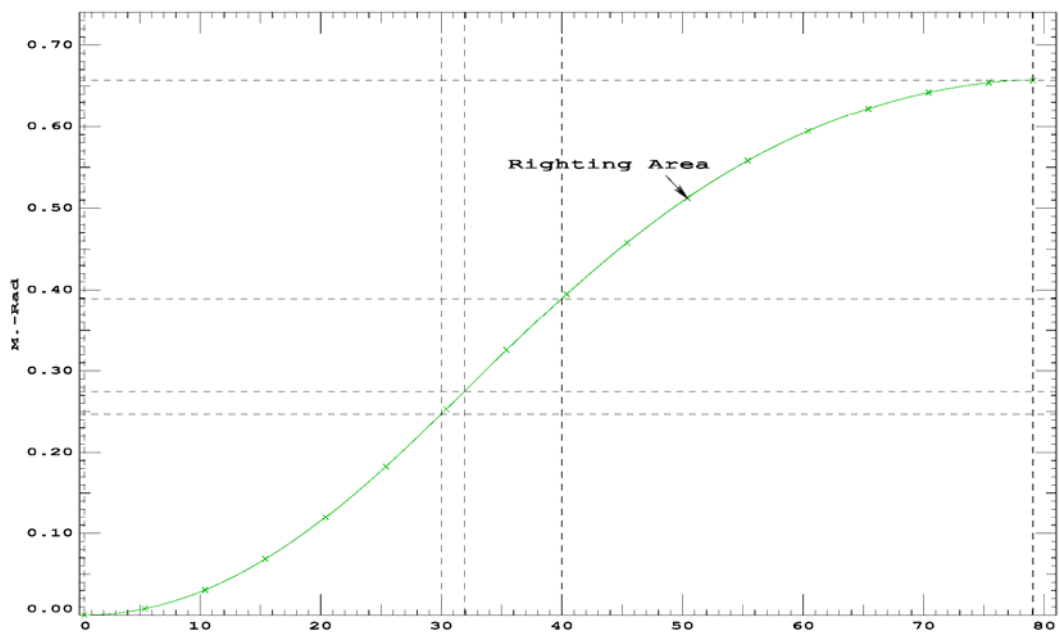
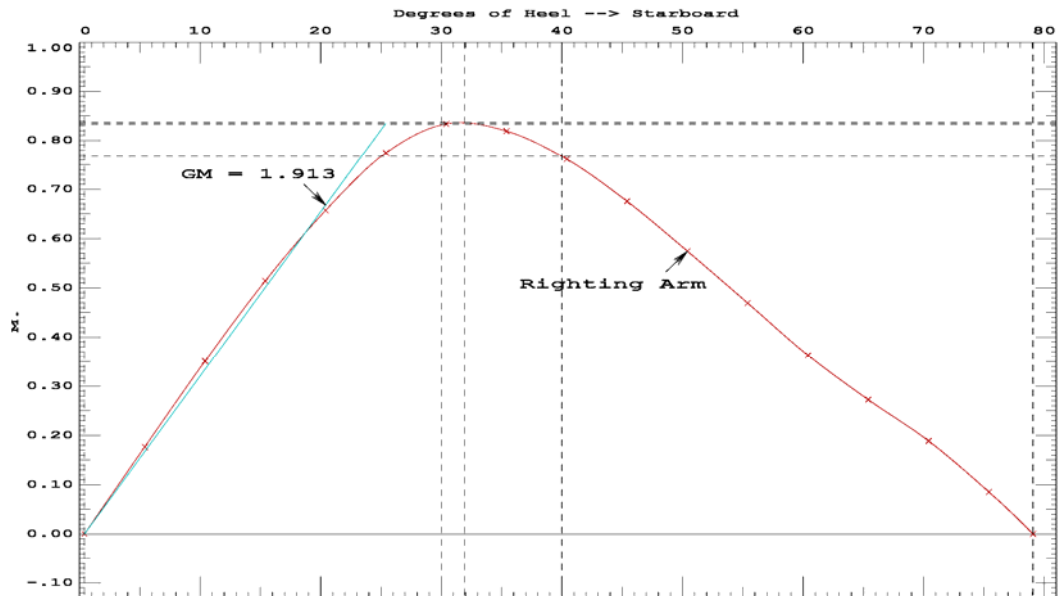
(1) Area from 0 deg to 30	>	0.0550 M.-Rad	0.2530 P
(2) Area from 0 deg to 40	>	0.0900 M.-Rad	0.3950 P
(3) Area from 30 deg to 40	>	0.0300 M.-Rad	0.1419 P
(4) Righting Arm at 30 deg	>	0.200 M.	0.834 P
(5) Angle from 0 deg to MaxRA	>	25.00 deg	31.37 P
(6) GM Upright	>	0.150 M.	1.911 P

-----Relative angles measured from 0.411s-----

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S/Y ""SALUTE"" - C.2095 - 56M
MOTORING CONDITION
CENTERBOARD UP
MAXIMUM LOAD CONDITION - DEPARTURE



Contractual Full Load Condition – Centerboard UP (Departure Condition)

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Perini Navi
S/Y "SALUTE" - C 2095 - 56M
MOTORING CONDITION
CENTERBOARD UP
CONTRACTUAL FULL LOAD CONDITION - DEPARTURE

Page 1

WEIGHT and DISPLACEMENT STATUS
base plane draft: 3.872 @ 23.03f, 4.042 @ 23.03a
Trim: Aft 0.171/46.060, Heel: Stbd 0.41 deg.

Part-----	Weight(MT)----	LCG-----	TCG-----	VCG-----
LIGHT SHIP	468.20	2.648a	0.024s	5.788
Standard Load 100%	9.69	3.000f	0.000	3.950
Total Fixed----->	477.89	2.533a	0.024s	5.751

	Ltrs.-----	SpGr-----	Weight(MT)----	LCG-----	TCG-----	VCG-----	FSM-----
TANK2.S	194.0	1.000	0.19	6.306f	2.252s	2.222	0.06
TANK3.P	9409.2	1.000	9.41	4.017f	1.475p	2.310	9.19
TANK4.S	6124.3	1.000	6.12	3.319f	1.642s	2.314	5.51
TANK5.P	10322	0.830	8.57	0.815a	1.933p	2.321	10.81
TANK6.S	10324	0.830	8.57	0.816a	1.953s	2.321	10.78
TANK7.P	15902	0.830	13.20	5.985a	1.981p	2.346	17.95
TANK8.S	15902	0.830	13.20	5.985a	2.003s	2.346	17.91
TANK78.C	4454.8	0.830	3.70	8.793a	0.004s	2.284	1.98
TANK9.P	87.5	0.850	0.07	10.592a	1.406p	2.061	0.07
TANK10.S	87.5	1.010	0.09	10.582a	1.421s	2.061	0.10
TANK910.C	1969.2	0.850	1.67	10.512a	0.004s	2.325	0.86
TANK11.P	438.7	0.830	0.36	10.495a	1.689p	4.798	0.07
TANK12.S	438.7	0.830	0.36	10.495a	1.691s	4.798	0.07
Total Tanks----->			65.52	2.626a	0.044p	2.354	75.35
Total Weight----->			543.41	2.545a	0.015s	5.341	

		Displ(MT)----	LCB-----	TCB-----	VCB-----	RefHt-----
HULL	1.025	543.45	2.553a	0.032s	3.004	-3.957

Righting Arms:	0.000	0.000s
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Distances in METERS.-----Moments in M.-MT.

SUMMARY OF LOADING

0.0 Ltrs. (0 %) CASTLEAD	194.0 Ltrs. (5 %) BLACK&GREY W
15,533.5 Ltrs. (98 %) FRESH WATER	57,782.1 Ltrs. (98 %) FUEL OIL
87.5 Ltrs. (5 %) SLUDGE	87.5 Ltrs. (5 %) BILGE
1,969.2 Ltrs. (98 %) LUB OIL	0.0 Ltrs. (0 %) GLYCOL
0.0 Ltrs. (0 %) unknown	0.0 Ltrs. (0 %) ZAVORRA
0.0 Ltrs. (0 %) LEAD	
9.69 MT of Standard Load 100%	

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GHS 9.50

Perini Navi
S/Y "SALUTE" - C 2095 - 56M
MOTORING CONDITION
CENTERBOARD UP
CONTRACTUAL FULL LOAD CONDITION - DEPARTURE

Page 2

RIGHTING ARMS vs HEEL ANGLE
Fixed CG: LCG = 2.533a TCG = 0.024s VCG = 5.751

Origin	Degrees of	Displacement	Righting Arms			
Depth---	Trim----	Heel-----	Weight(MT)---	in Trim--	in Heel----	Area
3.957	0.21a	0.41s	543.45	0.002f	0.000s	0.0000
3.930	0.19a	5.41s	543.39	0.000	0.182s	0.0079
3.858	0.13a	10.41s	543.46	0.002a	0.361s	0.0317
3.739	0.03a	15.41s	543.40	0.000	0.528s	0.0706
3.569	0.10f	20.41s	543.56	0.000	0.671s	0.1231
3.346	0.26f	25.41s	543.41	0.000	0.788s	0.1869
3.083	0.41f	30.41s	543.41	0.000	0.854s	0.2589
2.977	0.47f	32.30s	543.41	0.000	0.859s	0.2871
2.796	0.55f	35.41s	543.39	0.000	0.846s	0.3336
2.487	0.68f	40.41s	543.44	0.000	0.789s	0.4054
2.153	0.82f	45.41s	543.55	0.000	0.703s	0.4707
1.792	0.97f	50.41s	543.58	0.000	0.597s	0.5275
1.403	1.13f	55.41s	543.52	0.000	0.489s	0.5749
1.003	1.29f	60.41s	543.49	0.000	0.387s	0.6131
0.602	1.41f	65.41s	543.41	0.000	0.302s	0.6430
0.196	1.54f	70.41s	543.52	0.000	0.218s	0.6657
-0.215	1.67f	75.41s	543.41	0.000	0.117s	0.6804
-0.592	1.74f	79.94s	543.46	0.000	0.000s	0.6852

Distances in METERS.---Specific Gravity = 1.025.---Area in M.-Rad.

Note: The Center of Gravity shown above is for the Fixed Weight of 477.89 MT. As the tank load centers shift with heel and trim, the total Center of Gravity varies. The righting arms shown above include the effect of the C.G. variation.

LIM-----MCA 1997 11.2.1.1 INTACT CRITERIA-----Min/Max-----Attained

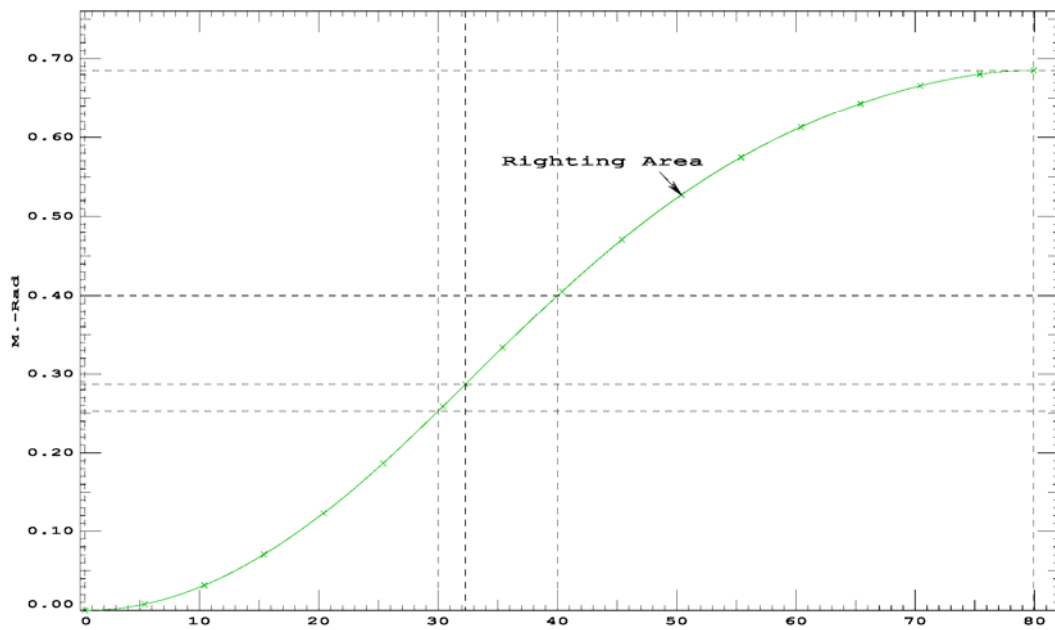
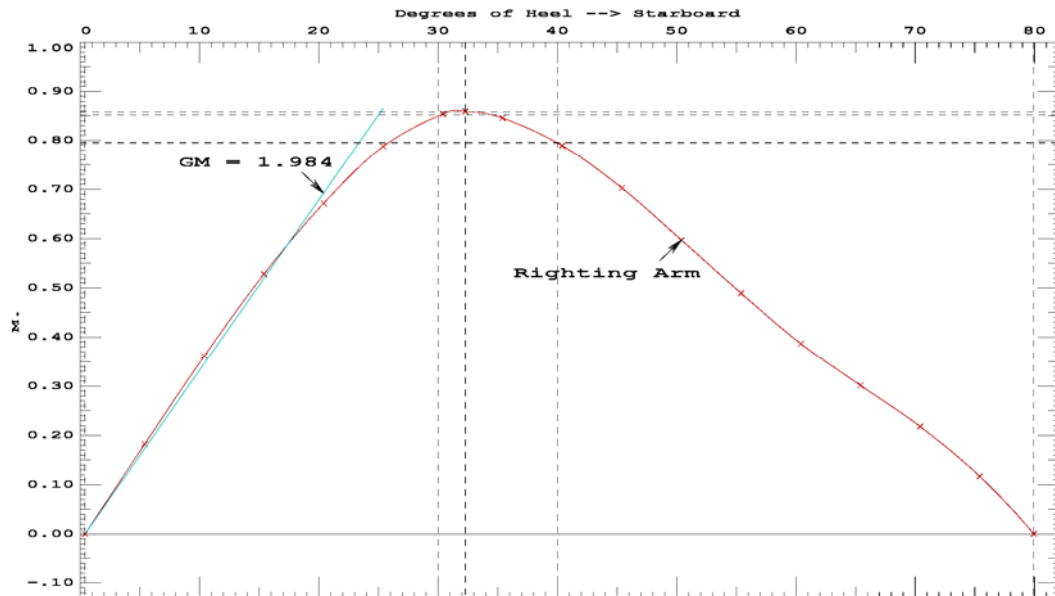
(1) Area from 0 deg to 30	>	0.0550 M.-Rad	0.2589 P
(2) Area from 0 deg to 40	>	0.0900 M.-Rad	0.4054 P
(3) Area from 30 deg to 40	>	0.0300 M.-Rad	0.1464 P
(4) Righting Arm at 30 deg	>	0.200 M.	0.854 P
(5) Angle from 0 deg to MaxRA	>	25.00 deg	31.88 P
(6) GM Upright	>	0.150 M.	1.972 P

-----Relative angles measured from 0.414s-----

08-03-18 15:25:22
GHS 9.50

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S/Y ""SALUTE"" - C.2095 - 56M
MOTORING CONDITION
CENTERBOARD UP
CONTRACTUAL FULL LOAD CONDITION - DEPARTURE



Light Load Condition – Centerboard UP (Arrival Condition)

08-03-18 15:22:15
GHS 9.50

Perini Navi
S/Y "SALUTE" - C 2095 - 56M
MOTORING CONDITION
CENTERBOARD UP
LIGHT LOAD CONDITION

Page 1

WEIGHT and DISPLACEMENT STATUS
base plane draft: 3.689 @ 23.03f, 3.913 @ 23.03a
Trim: Aft 0.224/46.060, Heel: Stbd 1.35 deg.

Part-----	Weight(MT)----	LCG-----	TCG-----	VCG-----
LIGHT SHIP	468.20	2.648a	0.024s	5.788
Standard Load 10%	7.89	2.370f	0.000	3.890
Total Fixed----->	476.09	2.565a	0.024s	5.757

	Ltrs.-----	SpGr-----	Weight(MT)----	LCG-----	TCG-----	VCG-----	FSM-----
TANK2.S	3800.1	1.000	3.80	6.174f	2.752s	2.917	0.87
TANK3.P	960.9	1.000	0.96	4.007f	0.768p	1.852	1.77
TANK4.S	625.1	1.000	0.63	3.259f	1.013s	1.856	1.36
TANK5.P	1054.4	0.830	0.88	0.887a	1.045p	1.846	1.65
TANK6.S	1053.9	0.830	0.87	0.886a	1.148s	1.846	2.26
TANK7.P	1624.9	0.830	1.35	5.283a	1.037p	1.887	2.49
TANK8.S	1623.7	0.830	1.35	5.295a	1.140s	1.888	3.48
TANK78.C	454.6	0.830	0.38	8.647a	0.122s	1.877	1.87
TANK9.P	1713.8	0.850	1.46	10.694a	1.907p	2.422	0.38
TANK10.S	1713.5	1.010	1.73	10.688a	1.926s	2.422	0.32
TANK910.C	201.0	0.850	0.17	10.448a	0.115s	1.955	0.80
TANK11.P	44.8	0.830	0.04	10.496a	1.648p	4.468	0.07
TANK12.S	44.8	0.830	0.04	10.496a	1.732s	4.468	0.07
Total Tanks----->			13.64	1.933a	0.821s	2.304	17.37
Total Weight----->			489.73	2.547a	0.046s	5.660	

	Displ(MT)----	LCB-----	TCB-----	VCB-----	RefHt-----
HULL	1.025	489.73	2.561a	0.111s	2.908
					-3.800

Righting Arms: 0.001 0.000s

Distances in METERS.-----Moments in M.-MT.

SUMMARY OF LOADING

0.0 Ltrs. (0 %) CASTLEAD	3,800.1 Ltrs. (98 %) BLACK&GREY W
1,586.0 Ltrs. (10 %) FRESH WATER	5,901.1 Ltrs. (10 %) FUEL OIL
1,713.8 Ltrs. (98 %) SLUDGE	1,713.5 Ltrs. (98 %) BILGE
201.0 Ltrs. (10 %) LUB OIL	0.0 Ltrs. (0 %) GLYCOL
0.0 Ltrs. (0 %) unknown	0.0 Ltrs. (0 %) ZAVORRA
0.0 Ltrs. (0 %) LEAD	
7.89 MT of Standard Load 10%	

08-03-18 15:22:15
GHS 9.50

Perini Navi
S/Y "SALUTE" - C 2095 - 56M
MOTORING CONDITION
CENTERBOARD UP
LIGHT LOAD CONDITION

Page 2

RIGHTING ARMS vs HEEL ANGLE

Fixed CG: LCG = 2.565a TCG = 0.024s VCG = 5.757

Origin	Degrees of	Displacement	Righting Arms			
Depth---	Trim----	Heel----	Weight(MT)---	in Trim--	in Heel---	Area
3.800	0.28a	1.35s	489.73	0.002a	0.000s	0.0000
3.765	0.25a	6.35s	489.72	0.000	0.165s	0.0072
3.684	0.17a	11.35s	489.63	0.002a	0.320s	0.0285
3.554	0.05a	16.35s	489.73	0.000	0.454s	0.0624
3.373	0.10f	21.35s	489.90	0.000	0.561s	0.1069
3.140	0.28f	26.35s	489.73	0.000	0.641s	0.1595
2.861	0.47f	31.35s	489.73	0.000	0.684s	0.2176
2.826	0.49f	31.95s	489.73	0.000	0.684s	0.2248
2.558	0.64f	36.35s	489.73	0.000	0.658s	0.2766
2.234	0.79f	41.35s	489.86	0.000	0.577s	0.3310
1.884	0.93f	46.35s	489.83	0.000	0.463s	0.3766
1.510	1.08f	51.35s	489.62	0.000	0.328s	0.4113
1.120	1.24f	56.35s	489.73	0.000	0.206s	0.4345
0.723	1.38f	61.35s	489.71	0.000	0.111s	0.4481
0.323	1.53f	66.35s	489.79	0.000	0.025s	0.4539
0.214	1.57f	67.69s	489.73	0.000	0.000s	0.4542

Distances in METERS.---Specific Gravity = 1.025.---Area in M.-Rad.

Note: The Center of Gravity shown above is for the Fixed Weight of 476.09 MT. As the tank load centers shift with heel and trim, the total Center of Gravity varies. The righting arms shown above include the effect of the C.G. variation.

LIM-----MCA 1997 11.2.1.1 INTACT CRITERIA-----Min/Max-----Attained

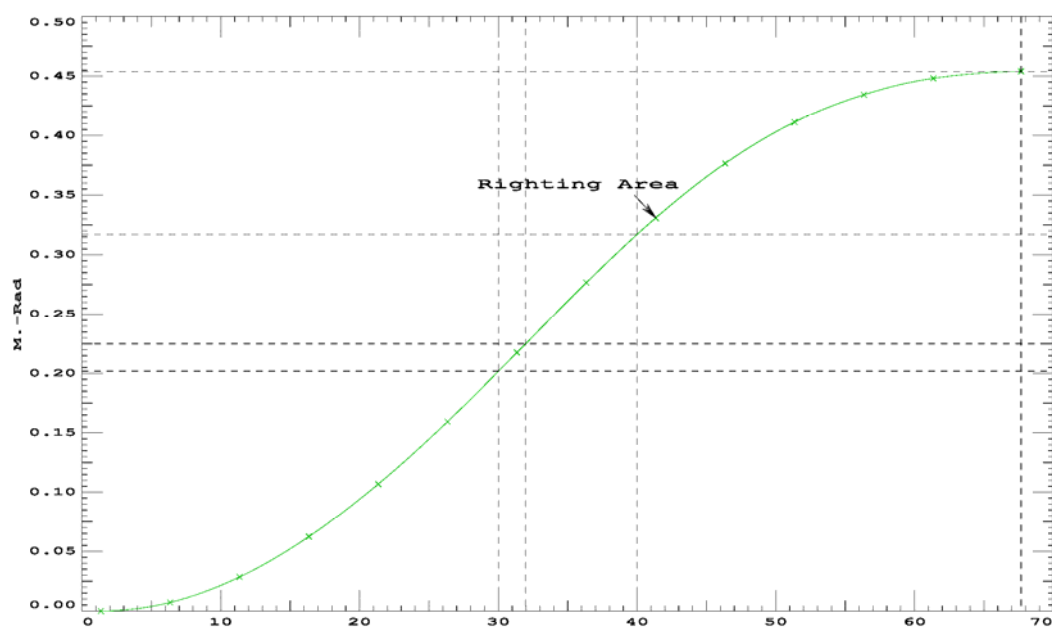
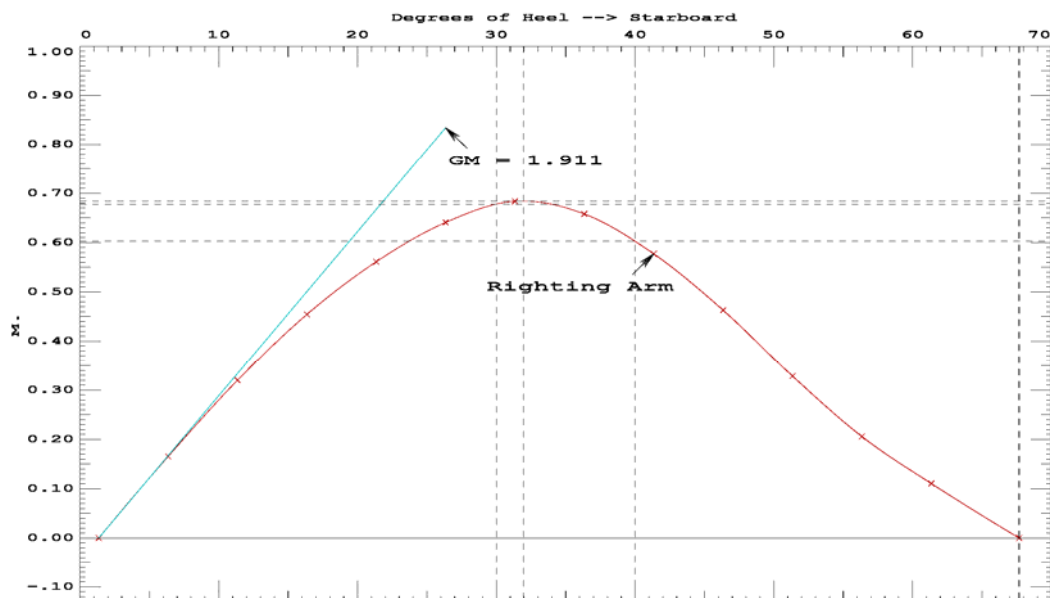
(1) Area from 0 deg to 30	>	0.0550 M.-Rad	0.2176 P
(2) Area from 0 deg to 40	>	0.0900 M.-Rad	0.3310 P
(3) Area from 30 deg to 40	>	0.0300 M.-Rad	0.1134 P
(4) Righting Arm at 30 deg	>	0.200 M.	0.684 P
(5) Angle from 0 deg to MaxRA	>	25.00 deg	30.60 P
(6) GM Upright	>	0.150 M.	1.909 P

-----Relative angles measured from 1.350s-----

08-03-18 15:22:15
GHS 9.50

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S/Y "'SALUTE'" - C.2095 - 56M
MOTORING CONDITION
CENTERBOARD UP
LIGHT LOAD CONDITION



Maximum Load Condition – Centerboard DOWN (Departure Condition)

08-03-18 15:26:13
GHS 9.50

Perini Navi
S/Y "SALUTE" - C 2095 - 56M
SAILING CONDITION
CENTERBOARD DOWN
MAXIMUM LOAD CONDITION - DEPARTURE

Page 1

WEIGHT and DISPLACEMENT STATUS
base plane draft: 4.038 @ 23.03f, 4.025 @ 23.03a
Trim: Fwd 0.013/46.060, Heel: Stbd 0.34 deg.

Part-----	Weight(MT)----	LCG-----	TCG-----	VCG-----
LIGHT SHIP	468.20	2.648a	0.024s	5.788
Standard Load 100%	9.69	3.000f	0.000	3.950
Centerboard UP	-52.28	4.291a	0.000	1.177
Centerboard DOWN	52.28	2.518a	0.000	-3.065
Extra load	22.10	0.000	0.000	5.550
Total Fixed----->	499.99	2.236a	0.022s	5.298

	Ltrs.-----	SpGr-----	Weight(MT)----	LCG-----	TCG-----	VCG-----	FSM-----
TANK2.S	194.0	1.000	0.19	6.315f	2.251s	2.222	0.06
TANK3.P	9409.2	1.000	9.41	4.023f	1.475p	2.310	9.19
TANK4.S	6124.2	1.000	6.12	3.322f	1.640s	2.314	5.62
TANK5.P	10323	0.830	8.57	0.807a	1.934p	2.321	12.18
TANK6.S	10324	0.830	8.57	0.808a	1.951s	2.321	12.04
TANK7.P	15902	0.830	13.20	5.965a	1.983p	2.346	19.86
TANK8.S	15906	0.830	13.20	5.965a	2.001s	2.346	19.64
TANK78.C	4454.7	0.830	3.70	8.791a	0.003s	2.284	1.98
TANK9.P	87.5	0.850	0.07	10.577a	1.410p	2.061	0.07
TANK10.S	87.5	1.010	0.09	10.568a	1.423s	2.061	0.10
TANK910.C	1969.2	0.850	1.67	10.512a	0.003s	2.325	0.86
TANK11.P	438.7	0.830	0.36	10.495a	1.689p	4.798	0.07
TANK12.S	438.7	0.830	0.36	10.495a	1.691s	4.798	0.07
Total Tanks----->			65.53	2.615a	0.045p	2.354	81.72
Total Weight----->			565.52	2.280a	0.015s	4.957	

	Displ(MT)----	LCB-----	TCB-----	VCB-----	RefHt-----
HULL	1.025	565.56	2.280a	0.026s	3.043
					-4.032

Righting Arms: 0.000 0.000s
Distances in METERS.-----Moments in M.-MT.

SUMMARY OF LOADING

0.0 Ltrs. (0 %) CASTLEAD	194.0 Ltrs. (5 %) BLACK&GREY W
15,533.3 Ltrs. (98 %) FRESH WATER	57,787.2 Ltrs. (98 %) FUEL OIL
87.5 Ltrs. (5 %) SLUDGE	87.5 Ltrs. (5 %) BILGE
1,969.2 Ltrs. (98 %) LUB OIL	0.0 Ltrs. (0 %) GLYCOL
0.0 Ltrs. (0 %) unknown	0.0 Ltrs. (0 %) ZAVORRA
0.0 Ltrs. (0 %) LEAD	
9.69 MT of Standard Load 100%	-52.28 MT of Centerboard UP
52.28 MT of Centerboard DOWN	22.10 MT of Extra load

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Perini Navi
S/Y "SALUTE" - C 2095 - 56M

Page 2

SAILING CONDITION
CENTERBOARD DOWN
MAXIMUM LOAD CONDITION - DEPARTURE

RIGHTING ARMS vs HEEL ANGLE

Fixed CG: LCG = 2.236a TCG = 0.022s VCG = 5.298

Origin	Degrees of	Displacement	Righting Arms			
Depth---	Trim----	Heel----	Weight(MT)---	in Trim--	in Heel----	Area
4.032	0.02f	0.34s	565.56	0.000	0.000s	0.0000
4.005	0.03f	5.34s	565.49	0.000	0.209s	0.0091
3.934	0.09f	10.34s	565.57	0.000	0.416s	0.0365
3.814	0.18f	15.34s	565.51	0.000	0.612s	0.0814
3.644	0.31f	20.34s	565.66	0.000	0.787s	0.1427
3.422	0.45f	25.34s	565.51	0.000	0.936s	0.2180
3.162	0.60f	30.34s	565.51	0.000	1.027s	0.3041
2.953	0.71f	34.09s	565.51	0.000	1.044s	0.3721
2.880	0.74f	35.34s	565.50	0.000	1.042s	0.3949
2.574	0.87f	40.34s	565.51	0.000	1.012s	0.4849
2.243	1.00f	45.34s	565.53	0.000	0.951s	0.5708
1.886	1.15f	50.34s	565.50	0.000	0.873s	0.6505
1.499	1.32f	55.34s	565.55	0.000	0.788s	0.7230
1.099	1.48f	60.34s	565.56	0.000	0.700s	0.7880
0.697	1.61f	65.34s	565.66	0.000	0.626s	0.8457
0.290	1.73f	70.34s	565.51	0.000	0.555s	0.8972
-0.120	1.84f	75.34s	565.51	0.000	0.463s	0.9418
-0.530	1.91f	80.34s	565.47	0.000	0.350s	0.9775
-0.959	1.97f	85.34s	565.57	0.000	0.195s	1.0015
-1.356	1.99f	90.00s	565.49	0.000	0.045s	1.0113
-1.385	1.99f	90.34s	565.50	0.000	0.034s	1.0116
-1.475	1.99f	91.41s	565.57	0.000	0.000s	1.0119

Distances in METERS.---Specific Gravity = 1.025.---Area in M.-Rad.

Note: The Center of Gravity shown above is for the Fixed Weight of 499.99 MT. As the tank load centers shift with heel and trim, the total Center of Gravity varies. The righting arms shown above include the effect of the C.G. variation.

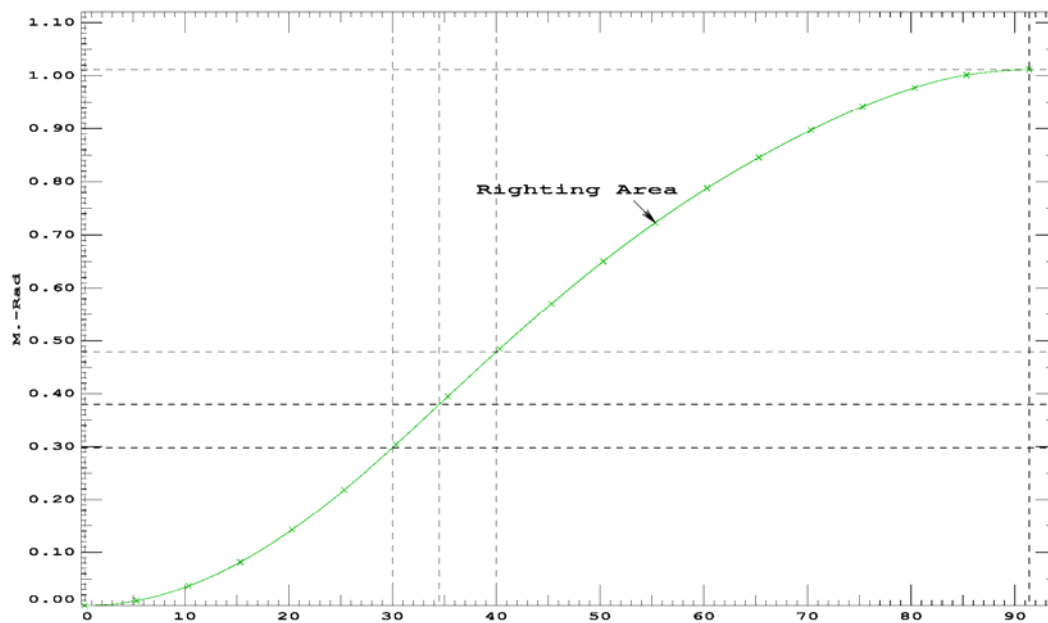
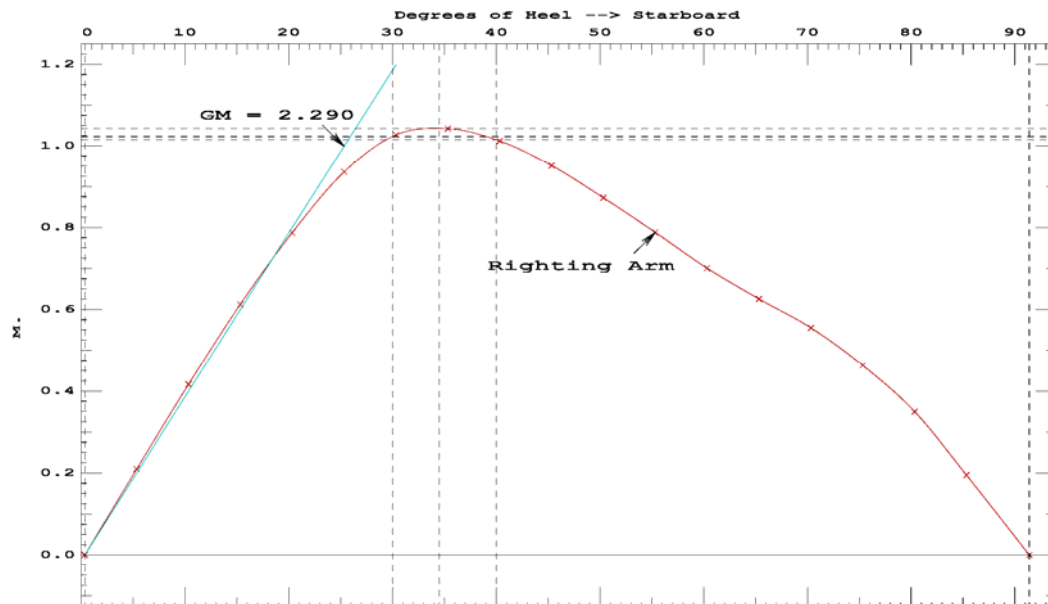
LIM-----MCA 1997 11.2.3.1 INTACT CRITERIA-----Min/Max-----Attained

(1) Righting Arm at abs 90 deg	>	0.030	M.	0.045	P
(2) GM Upright	>	0.150	M.	2.290	P

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S/Y ""SALUTE"" - C.2095 - 56M
SAILING CONDITION
CENTERBOARD DOWN
MAXIMUM LOAD CONDITION - DEPARTURE



Contractual Full Load Condition – Centerboard DOWN (Departure Condition)

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S/Y "SALUTE" - C 2095 - 56M
SAILING CONDITION
CENTERBOARD DOWN
CONTRACTUAL FULL LOAD CONDITION - DEPARTURE

Page 1

WEIGHT and DISPLACEMENT STATUS
base plane draft: 3.931 @ 23.03f, 3.998 @ 23.03a
Trim: Aft 0.067/46.060, Heel: Stbd 0.35 deg.

Part-----	Weight(MT)---	LCG-----	TCG-----	VCG-----
LIGHT SHIP	468.20	2.648a	0.024s	5.788
Standard Load 100%	9.69	3.000f	0.000	3.950
Centerboard UP	-52.28	4.291a	0.000	1.177
Centerboard DOWN	52.28	2.518a	0.000	-3.065
Total Fixed----->	477.89	2.340a	0.024s	5.287

	Ltrs.-----	SpGr-----	Weight(MT)---	LCG-----	TCG-----	VCG-----	FSM-----
TANK2.S	194.0	1.000	0.19	6.311f	2.251s	2.222	0.06
TANK3.P	9409.2	1.000	9.41	4.020f	1.476p	2.310	9.19
TANK4.S	6124.2	1.000	6.12	3.321f	1.641s	2.314	5.62
TANK5.P	10323	0.830	8.57	0.811a	1.934p	2.321	12.18
TANK6.S	10324	0.830	8.57	0.811a	1.951s	2.321	12.04
TANK7.P	15902	0.830	13.20	5.974a	1.983p	2.346	19.86
TANK8.S	15902	0.830	13.20	5.974a	2.001s	2.346	19.64
TANK78.C	4454.7	0.830	3.70	8.792a	0.003s	2.284	1.98
TANK9.P	87.5	0.850	0.07	10.583a	1.409p	2.061	0.07
TANK10.S	87.5	1.010	0.09	10.574a	1.421s	2.061	0.10
TANK910.C	1969.2	0.850	1.67	10.512a	0.003s	2.325	0.86
TANK11.P	438.7	0.830	0.36	10.495a	1.689p	4.798	0.07
TANK12.S	438.7	0.830	0.36	10.495a	1.691s	4.798	0.07
Total Tanks----->			65.52	2.620a	0.045p	2.354	81.73
Total Weight----->			543.41	2.373a	0.015s	4.933	

	Displ(MT)---	LCB-----	TCB-----	VCB-----	RefHt-----
HULL	543.46	2.376a	0.027s	3.004	-3.965

Righting Arms:	0.000	0.000s
Distances in METERS.-----		Moments in M.-MT.

SUMMARY OF LOADING

0.0 Ltrs. (0 %) CASTLEAD	194.0 Ltrs. (5 %) BLACK&GREY W
15,533.3 Ltrs. (98 %) FRESH WATER	57,783.2 Ltrs. (98 %) FUEL OIL
87.5 Ltrs. (5 %) SLUDGE	87.5 Ltrs. (5 %) BILGE
1,969.2 Ltrs. (98 %) LUB OIL	0.0 Ltrs. (0 %) GLYCOL
0.0 Ltrs. (0 %) unknown	0.0 Ltrs. (0 %) ZAVORRA
0.0 Ltrs. (0 %) LEAD	
9.69 MT of Standard Load 100%	-52.28 MT of Centerboard UP
52.28 MT of Centerboard DOWN	

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Perini Navi
S/Y "SALUTE" - C 2095 - 56M
SAILING CONDITION
CENTERBOARD DOWN
CONTRACTUAL FULL LOAD CONDITION - DEPARTURE

Page 2

RIGHTING ARMS vs HEEL ANGLE
Fixed CG: LCG = 2.340a TCG = 0.024s VCG = 5.287

Origin	Degrees of	Displacement	Righting Arms			
Depth---	Trim----	Heel----	Weight(MT)---	in Trim--	in Heel---	Area
3.965	0.08a	0.35s	543.46	0.002f	0.000s	0.0000
3.938	0.06a	5.35s	543.40	0.000	0.216s	0.0094
3.867	0.01a	10.35s	543.43	0.002a	0.430s	0.0377
3.748	0.09f	15.35s	543.54	0.000	0.630s	0.0840
3.577	0.22f	20.35s	543.41	0.000	0.807s	0.1468
3.355	0.38f	25.35s	543.50	0.000	0.955s	0.2239
3.091	0.54f	30.35s	543.41	0.000	1.055s	0.3120
2.853	0.66f	34.53s	543.45	0.000	1.079s	0.3903
2.805	0.68f	35.35s	543.52	0.000	1.078s	0.4056
2.729	0.72f	36.60s	543.39	0.000	1.074s	0.4291
2.495	0.81f	40.35s	543.50	0.000	1.050s	0.4987
2.161	0.95f	45.35s	543.56	0.000	0.990s	0.5880
1.800	1.10f	50.35s	543.44	0.000	0.907s	0.6709
1.412	1.27f	55.35s	543.49	0.000	0.821s	0.7463
1.012	1.43f	60.35s	543.51	0.000	0.738s	0.8143
0.611	1.56f	65.35s	543.41	0.000	0.669s	0.8756
0.205	1.69f	70.35s	543.53	0.000	0.599s	0.9309
-0.207	1.81f	75.35s	543.41	0.000	0.510s	0.9794
-0.625	1.90f	80.35s	543.41	0.000	0.387s	1.0188
-1.057	1.96f	85.35s	543.31	0.000	0.228s	1.0459
-1.454	1.98f	90.00s	543.34	0.000	0.075s	1.0582
-1.483	1.98f	90.35s	543.40	0.000	0.064s	1.0586
-1.646	1.98f	92.27s	543.43	0.000	0.000s	1.0597

Distances in METERS.---Specific Gravity = 1.025.---Area in M.-Rad.

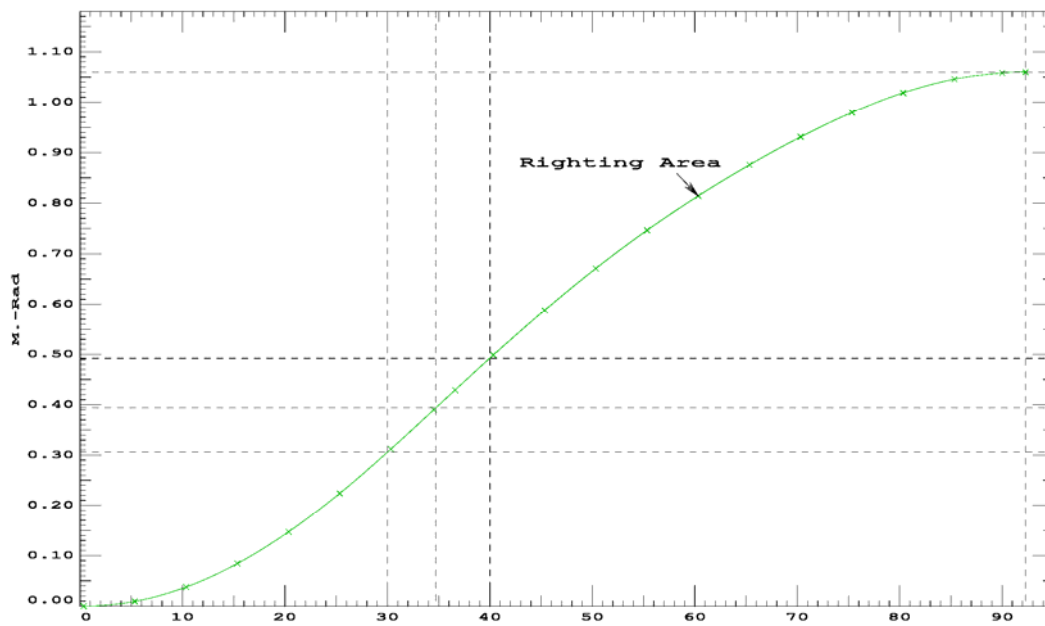
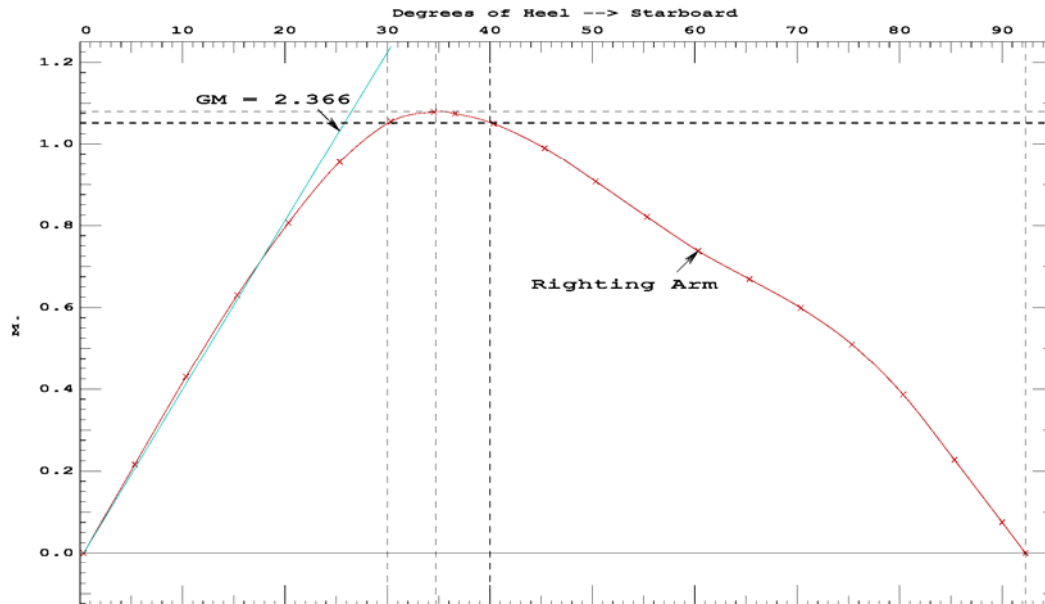
Note: The Center of Gravity shown above is for the Fixed Weight of 477.89 MT. As the tank load centers shift with heel and trim, the total Center of Gravity varies. The righting arms shown above include the effect of the C.G. variation.

LIM-----MCA 1997 11.2.3.1 INTACT CRITERIA-----Min/Max-----Attained
(1) Righting Arm at abs 90 deg > 0.030 M. 0.075 P
(2) GM Upright > 0.150 M. 2.366 P

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Page 3

S/Y ""SALUTE"" - C.2095 - 56M
SAILING CONDITION
CENTERBOARD DOWN
CONTRACTUAL FULL LOAD CONDITION - DEPARTURE



Light Load Condition – Centerboard DOWN (Arrival Condition)

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S/Y "SALUTE" - C 2095 - 56M
SAILING CONDITION
CENTERBOARD DOWN
LIGHT LOAD CONDITION

Page 1

WEIGHT and DISPLACEMENT STATUS							
base plane draft: 3.753 @ 23.03f, 3.865 @ 23.03a							
Trim: Aft 0.113/46.060, Heel: Stbd 1.10 deg.							
Part-----	Weight(MT)----			LCG-----	TCG-----	VCG-----	
LIGHT SHIP			468.20	2.648a	0.024s	5.788	
Standard Load 10%			7.89	2.370f	0.000	3.890	
Centerboard UP			-52.28	4.291a	0.000	1.177	
Centerboard DOWN			52.28	2.518a	0.000	-3.065	
Total Fixed----->			476.09	2.370a	0.024s	5.291	
	Ltrs.-----	SpGr-----	Weight(MT)----	LCG-----	TCG-----	VCG-----	FSM-----
TANK2.S	3802.2	1.000	3.80	6.175f	2.751s	2.917	1.07
TANK3.P	960.8	1.000	0.96	4.025f	0.773p	1.852	1.81
TANK4.S	625.1	1.000	0.63	3.271f	1.003s	1.855	1.32
TANK5.P	1054.3	0.830	0.88	0.863a	1.053p	1.845	1.69
TANK6.S	1054.0	0.830	0.87	0.860a	1.137s	1.845	2.19
TANK7.P	1624.9	0.830	1.35	5.235a	1.045p	1.887	2.57
TANK8.S	1623.9	0.830	1.35	5.238a	1.128s	1.887	3.38
TANK78.C	454.6	0.830	0.38	8.635a	0.100s	1.876	1.90
TANK9.P	1713.7	0.850	1.46	10.693a	1.908p	2.422	0.51
TANK10.S	1713.6	1.010	1.73	10.687a	1.925s	2.422	0.41
TANK910.C	201.0	0.850	0.17	10.444a	0.094s	1.954	0.80
TANK11.P	44.8	0.830	0.04	10.496a	1.656p	4.468	0.07
TANK12.S	44.8	0.830	0.04	10.496a	1.724s	4.468	0.07
Total Tanks----->			13.64	1.915a	0.816s	2.304	17.77
Total Weight----->			489.73	2.357a	0.046s	5.207	
			Displ(MT)----	LCB-----	TCB-----	VCB-----	RefHt-----
HULL	1.025		489.78	2.363a	0.090s	2.907	-3.808

Righting Arms:				0.000	0.000s		
Distances in METERS.-----				-----Moments in M.-MT.			

SUMMARY OF LOADING

0.0 Ltrs. (0 %) CASTLEAD	3,802.2 Ltrs. (98 %) BLACK&GREY W
1,585.9 Ltrs. (10 %) FRESH WATER	5,901.2 Ltrs. (10 %) FUEL OIL
1,713.7 Ltrs. (98 %) SLUDGE	1,713.6 Ltrs. (98 %) BILGE
201.0 Ltrs. (10 %) LUB OIL	0.0 Ltrs. (0 %) GLYCOL
0.0 Ltrs. (0 %) unknown	0.0 Ltrs. (0 %) ZAVORRA
0.0 Ltrs. (0 %) LEAD	
7.89 MT of Standard Load 10%	-52.28 MT of Centerboard UP
52.28 MT of Centerboard DOWN	

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Perini Navi
S/Y "SALUTE" - C 2095 - 56M
SAILING CONDITION
CENTERBOARD DOWN
LIGHT LOAD CONDITION

Page 2

RIGHTING ARMS vs HEEL ANGLE
Fixed CG: LCG = 2.370a TCG = 0.024s VCG = 5.291

Origin	Degrees of	Displacement	Righting Arms			
Depth---	Trim----	Heel-----	Weight(MT)---	in Trim--	in Heel----	Area
3.808	0.14a	1.10s	489.73	0.002f	0.000s	0.0000
3.775	0.11a	6.10s	489.72	0.000	0.203s	0.0089
3.696	0.04a	11.10s	489.63	0.002a	0.396s	0.0351
3.569	0.08f	16.10s	489.73	0.000	0.569s	0.0773
3.390	0.23f	21.10s	489.90	0.000	0.713s	0.1335
3.158	0.41f	26.10s	489.73	0.000	0.830s	0.2010
2.881	0.60f	31.10s	489.73	0.000	0.911s	0.2772
2.684	0.71f	34.38s	489.76	0.000	0.926s	0.3299
2.578	0.77f	36.10s	489.73	0.000	0.921s	0.3576
2.254	0.92f	41.10s	489.86	0.000	0.874s	0.4364
1.906	1.07f	46.10s	489.84	0.000	0.790s	0.5093
1.533	1.22f	51.10s	489.65	0.000	0.682s	0.5737
1.144	1.38f	56.10s	489.73	0.000	0.581s	0.6288
0.747	1.53f	61.10s	489.71	0.000	0.506s	0.6760
0.348	1.68f	66.10s	489.82	0.000	0.438s	0.7171
-0.064	1.83f	71.10s	489.73	0.000	0.356s	0.7519
-0.486	1.97f	76.10s	489.90	0.000	0.257s	0.7788
-0.926	2.07f	81.10s	489.73	0.000	0.104s	0.7949
-1.202	2.12f	84.28s	489.89	0.000	0.000s	0.7978

Distances in METERS.---Specific Gravity = 1.025.---Area in M.-Rad.

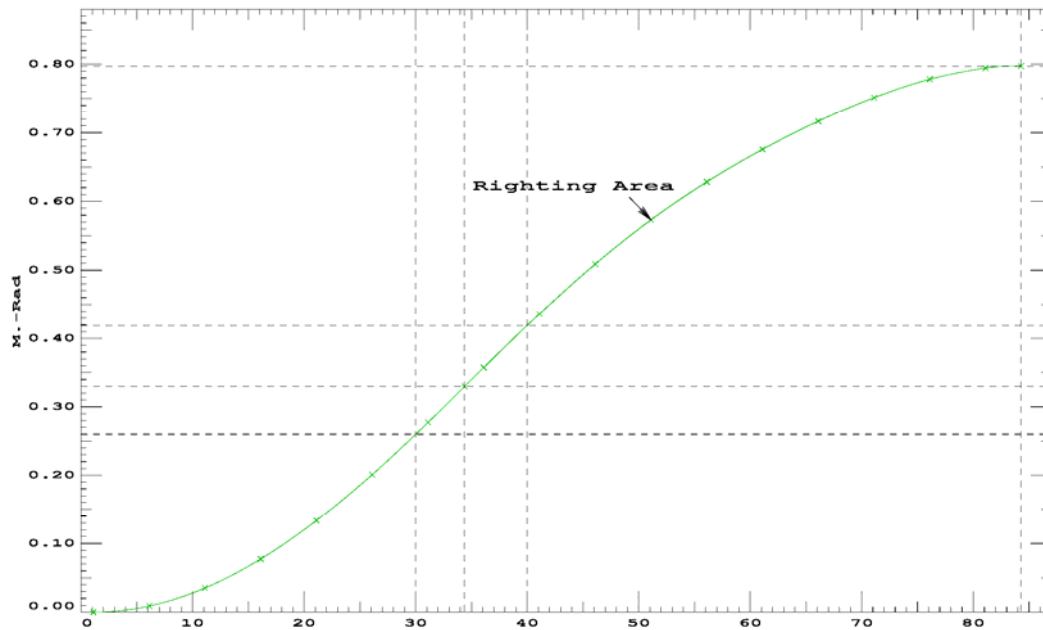
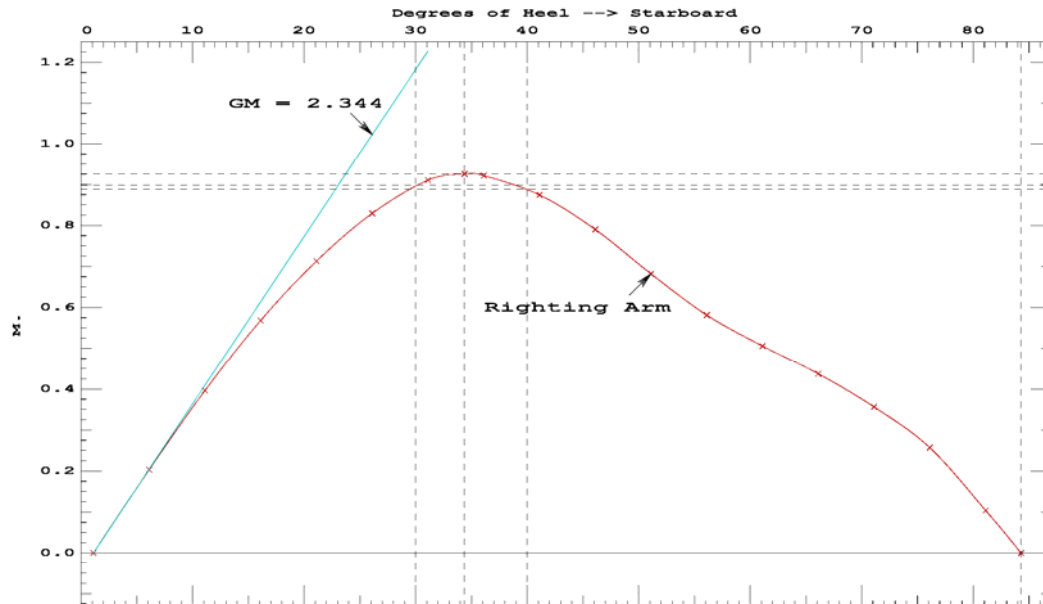
Note: The Center of Gravity shown above is for the Fixed Weight of 476.09 MT. As the tank load centers shift with heel and trim, the total Center of Gravity varies. The righting arms shown above include the effect of the C.G. variation.

LIM-----MCA 1997 11.2.3.1 INTACT CRITERIA-----Min/Max-----Attained
(1) Righting Arm at abs 90 deg > 0.030 M. UNDEF
(2) GM Upright > 0.150 M. 2.343 P

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GHS 9.50

Page 3

S/Y ""SALUTE"" - C.2095 - 56M
SAILING CONDITION
CENTERBOARD DOWN
LIGHT LOAD CONDITION



Sample Stability Loading Condition

Condition No. _____ % Consumables

ITEM	Load %	Weight	LCG From AMID [m]	Long. Moment [tm]	VCG Above BL [m]	Vertical Moment [tm]	FSM
Passenger / Effects	/						/
Crew / Crew Effects	/						/
Provisions / Stores Main Deck	/						/
Provisions / Stores Lower Deck	/						/
Provisions / Stores Main Deck	/						/
Provisions / Stores Bilge Deck	/						/
Tank 2							
Tank 3							
Tank 4							
Tank 5							
Tank 6							
Tank 7							
Tank 8							
Tank 78							
Tank 9							
Tank 10							
Tank 910							
Tank 11							
Tank 12							
Total Dead Weight							/
Lightship Weight							/
Displacement							

Mean Draught at LCF (D _m)		
LCF [m] from AMIDSHIP		Trim = $\frac{(\text{separation of LCB \& LCG}) \times \text{Displ.}}{\text{MCT} \times 100}$ = m
LCB [m] from AMIDSHIP		Draught AFT (D _A) = D _M ± $\frac{\text{LCF}}{\text{LBP}} \times \text{Trim}$ = m
MCT [tm/cm]		Draught FWD (D _F) = D _M ± Trim = m
KMT [m]		

VCG above KL (KG)	
Free Surface Correct. (FSC)	
KG liquid (KG _L)	
KG _{max}	

Explanation and notes on completing Sample Stability Form

Calculating the Displacement and Centres of Gravity

- Add the appropriate weight in column 3 (Weight) and, for fluids, also complete column 2 (Load %) to indicate the % fill for each tank.
- Add the longitudinal and Vertical centre of gravity in column 4 (LCG) and 6 (VCG) respectively.
- Multiply the weight of each item by its centre of gravity to obtain the longitudinal and vertical moments and enter in column 5 (Long. Moment) and 7 (Vertical Moment).
- From the tank capacity table (see pages from 29 to 39) enter Free Surface Moment (FSM) into column 8.
- Sum columns 3, 5 and 7 and enter totals in Total Dead Weight row.
- Sum Total Dead Weight and Lightship Weight and enter total in Displacement row column 3.
- Similarly sum Total Dead Weight and Light Ship longitudinal and vertical moments and enter totals in the Displacement row, columns 5 and 7 respectively.

- Divide Displacement row column 5 by Total Displacement row column 3 to calculate LCG for the loading condition, and enter the result in column 4 of that row.
- Divide Displacement row column 7 by Total Displacement row column 3 to calculate VCG for the loading condition, and enter the result in column 6 of that row.
- Sum column 8 (FSM) and enter total into Displacement row column 8.

Obtaining Draught and trim

- Using the hydrostatic particulars provided on page 68 **for zero trim**, interpolate for the Displacement of the loading condition above and obtain values for Draught, LCB, LCF, MCT and KMT.
- Trim is calculated from the stated formula: If the LCB is forward of the LCG the trim is by the head (bow) and if the LCB is aft of the LCG the trim is by the stern. It is to be noted that the trim so calculated is for the length used in the formulation of the hydrostatics – usually Length between perpendiculars (LBP) and will need to be corrected for the positions of the draught marks if significantly different.
- As the yacht trims about the LCF, trim is proportioned over the length (LBP) and either added to or subtracted from the mean Draught (D_m) depending on whether the trim is by the stern or by the head.

Stability compliance

- The Free Surface Correction (FSC) is obtained by dividing column 8 of the Displacement row by the Displacement (column 3 of the same row).
- The KG_{liquid} (KG_L) is obtained by **adding** the FSC to the VCG in column 6 in the Displacement row. (The effect of free surface is a virtual rise in the vertical centre of gravity)
- The KG_{liquid} (KG_L) is compared with the KG_{max} obtained from page 81-82-83, If the KG_L is less than KG_{max} the loading condition complies with the stability criteria.

Hydrostatic Properties (for trims of: 0, 0.2fwd, 0.1fwd, 0.2aft, 0.1aft)NOTE: Water density = 1.025 t/m³

Draught is to BL (0.100m above underside of keel)

GHS 9.50
HYDROSTATICS**SALUTE - C 2095 - S Y 56M**HYDROSTATIC PROPERTIES
No Trim, No Heel, VCG = 0.000

LCF	Displacement	Buoyancy-Ctr.		Weight/	Moment/			
Draft	Weight (MT)	LCB	VCB	CM	LCF	CM trim	KML	KMT
3.650	433.00	2.058a	2.798	3.33	2.868a	8.16	86.82	7.740
3.660	436.34	2.064a	2.804	3.34	2.881a	8.21	86.64	7.729
3.670	439.68	2.071a	2.811	3.35	2.893a	8.25	86.44	7.718
3.680	443.03	2.077a	2.817	3.36	2.905a	8.30	86.25	7.707
3.690	446.40	2.083a	2.824	3.36	2.915a	8.34	86.04	7.696
3.700	449.76	2.089a	2.830	3.37	2.927a	8.38	85.85	7.686
3.710	453.14	2.096a	2.837	3.38	2.938a	8.43	85.66	7.675
3.720	456.53	2.102a	2.843	3.39	2.950a	8.47	85.48	7.665
3.730	459.92	2.108a	2.850	3.40	2.965a	8.51	85.25	7.655
3.740	463.32	2.115a	2.856	3.40	2.977a	8.56	85.07	7.645
3.750	466.72	2.121a	2.863	3.41	2.988a	8.60	84.88	7.635
3.760	470.14	2.127a	2.869	3.42	3.000a	8.65	84.72	7.625
3.770	473.56	2.134a	2.876	3.43	3.011a	8.69	84.54	7.615
3.780	476.99	2.140a	2.882	3.43	3.023a	8.74	84.37	7.605
3.790	480.43	2.146a	2.889	3.44	3.033a	8.78	84.18	7.596
3.800	483.88	2.153a	2.895	3.45	3.046a	8.83	84.03	7.586
3.810	487.33	2.159a	2.902	3.46	3.057a	8.87	83.85	7.577
3.820	490.79	2.165a	2.908	3.46	3.067a	8.92	83.67	7.567
3.830	494.26	2.172a	2.915	3.47	3.080a	8.96	83.52	7.558
3.840	497.74	2.178a	2.921	3.48	3.091a	9.01	83.36	7.549
3.850	501.22	2.185a	2.927	3.49	3.101a	9.05	83.18	7.540
3.860	504.71	2.191a	2.934	3.50	3.113a	9.10	83.04	7.531
3.870	508.21	2.197a	2.940	3.50	3.124a	9.14	82.87	7.522
3.880	511.72	2.204a	2.947	3.51	3.135a	9.19	82.71	7.514
3.890	515.23	2.210a	2.953	3.52	3.147a	9.24	82.57	7.505
3.900	518.75	2.216a	2.959	3.53	3.158a	9.28	82.41	7.496
3.910	522.28	2.223a	2.966	3.53	3.169a	9.33	82.26	7.488
3.920	525.82	2.229a	2.972	3.54	3.180a	9.37	82.12	7.480
3.930	529.37	2.236a	2.979	3.55	3.191a	9.42	81.97	7.471
3.940	532.92	2.242a	2.985	3.56	3.203a	9.47	81.83	7.463
3.950	536.48	2.248a	2.991	3.56	3.213a	9.51	81.68	7.455
3.960	540.04	2.255a	2.998	3.57	3.225a	9.56	81.55	7.447
3.970	543.62	2.261a	3.004	3.58	3.237a	9.61	81.42	7.440
3.980	547.20	2.268a	3.010	3.59	3.248a	9.66	81.28	7.432
3.990	550.79	2.274a	3.017	3.59	3.259a	9.70	81.15	7.424
4.000	554.39	2.281a	3.023	3.60	3.270a	9.75	81.02	7.417
4.010	557.99	2.287a	3.029	3.61	3.281a	9.80	80.88	7.409
4.020	561.61	2.293a	3.036	3.62	3.293a	9.85	80.76	7.402
4.030	565.23	2.300a	3.042	3.62	3.304a	9.90	80.64	7.394
4.040	568.85	2.306a	3.048	3.63	3.316a	9.94	80.52	7.387
4.050	572.49	2.313a	3.055	3.64	3.327a	9.99	80.40	7.379
4.060	576.13	2.319a	3.061	3.65	3.339a	10.04	80.28	7.372
4.070	579.78	2.326a	3.067	3.65	3.350a	10.09	80.16	7.365
4.080	583.44	2.332a	3.074	3.66	3.362a	10.14	80.05	7.358
4.090	587.10	2.338a	3.080	3.67	3.373a	10.19	79.94	7.351
4.100	590.77	2.345a	3.086	3.68	3.385a	10.24	79.83	7.344

Distances in METERS.-----Specific Gravity = 1.025.-----Moment in M.-MT.

Trim is per 46.06M.

Draft is from base plane.

GHS 9.50
HYDROSTATICS

SALUTE - C 2095 - S/Y 56M

HYDROSTATIC PROPERTIES

Trim: Fwd 0.200/46.060, No Heel, VCG = 0.000

LCF	Displacement	Buoyancy-Ctr.		Weight/		Moment/			
Draft----	Weight (MT)----	LCB----	VCB----	CM----	LCF----	CM trim----	KML----	KMT	
3.650	432.81	1.695a	2.798	3.31	2.624a	8.07	85.90	7.700	
3.660	436.14	1.702a	2.805	3.32	2.637a	8.12	85.73	7.690	
3.670	439.49	1.709a	2.811	3.33	2.650a	8.16	85.54	7.679	
3.680	442.84	1.716a	2.818	3.34	2.661a	8.21	85.34	7.669	
3.690	446.20	1.723a	2.824	3.35	2.673a	8.25	85.15	7.659	
3.700	449.57	1.731a	2.831	3.35	2.683a	8.29	84.93	7.649	
3.710	452.94	1.738a	2.837	3.36	2.696a	8.34	84.76	7.639	
3.720	456.32	1.745a	2.844	3.37	2.708a	8.38	84.58	7.629	
3.730	459.72	1.752a	2.850	3.38	2.719a	8.42	84.38	7.619	
3.740	463.11	1.759a	2.857	3.39	2.730a	8.47	84.19	7.609	
3.750	466.52	1.766a	2.863	3.39	2.744a	8.51	84.04	7.599	
3.760	469.94	1.773a	2.870	3.40	2.755a	8.56	83.86	7.590	
3.770	473.36	1.781a	2.876	3.41	2.766a	8.60	83.67	7.581	
3.780	476.79	1.788a	2.883	3.42	2.777a	8.64	83.49	7.571	
3.790	480.23	1.795a	2.889	3.42	2.789a	8.69	83.32	7.562	
3.800	483.67	1.802a	2.896	3.43	2.800a	8.73	83.15	7.553	
3.810	487.12	1.809a	2.902	3.44	2.812a	8.78	82.98	7.544	
3.820	490.59	1.816a	2.909	3.45	2.824a	8.82	82.83	7.535	
3.830	494.05	1.823a	2.915	3.46	2.836a	8.87	82.66	7.526	
3.840	497.53	1.830a	2.921	3.46	2.847a	8.91	82.50	7.518	
3.850	501.01	1.838a	2.928	3.47	2.859a	8.96	82.35	7.509	
3.860	504.51	1.845a	2.934	3.48	2.870a	9.00	82.18	7.500	
3.870	508.01	1.852a	2.941	3.49	2.881a	9.05	82.02	7.492	
3.880	511.51	1.859a	2.947	3.49	2.893a	9.09	81.88	7.483	
3.890	515.02	1.866a	2.953	3.50	2.904a	9.14	81.73	7.475	
3.900	518.55	1.873a	2.960	3.51	2.914a	9.18	81.56	7.467	
3.910	522.08	1.880a	2.966	3.52	2.924a	9.23	81.40	7.459	
3.920	525.61	1.887a	2.973	3.52	2.937a	9.27	81.27	7.451	
3.930	529.16	1.894a	2.979	3.53	2.948a	9.32	81.13	7.443	
3.940	532.71	1.901a	2.985	3.54	2.958a	9.36	80.97	7.435	
3.950	536.27	1.908a	2.992	3.55	2.970a	9.41	80.84	7.428	
3.960	539.83	1.915a	2.998	3.55	2.981a	9.46	80.69	7.420	
3.970	543.41	1.922a	3.004	3.56	2.991a	9.50	80.54	7.413	
3.980	546.99	1.929a	3.011	3.57	3.003a	9.55	80.42	7.405	
3.990	550.58	1.936a	3.017	3.58	3.013a	9.60	80.28	7.398	
4.000	554.18	1.943a	3.024	3.58	3.024a	9.64	80.15	7.391	
4.010	557.78	1.950a	3.030	3.59	3.035a	9.69	80.01	7.383	
4.020	561.39	1.957a	3.036	3.60	3.046a	9.74	79.88	7.376	
4.030	565.01	1.964a	3.043	3.61	3.057a	9.78	79.75	7.369	
4.040	568.64	1.971a	3.049	3.61	3.068a	9.83	79.63	7.362	
4.050	572.27	1.978a	3.055	3.62	3.080a	9.88	79.51	7.355	
4.060	575.91	1.985a	3.061	3.63	3.091a	9.93	79.38	7.348	
4.070	579.56	1.992a	3.068	3.63	3.102a	9.97	79.26	7.341	
4.080	583.22	1.999a	3.074	3.64	3.113a	10.02	79.15	7.334	
4.090	586.88	2.006a	3.080	3.65	3.124a	10.07	79.03	7.328	
4.100	590.55	2.013a	3.087	3.66	3.134a	10.12	78.90	7.321	

Distances in METERS.-----Specific Gravity = 1.025.-----Moment in M.-MT.
Trim is per 46.06M.

Draft is from base plane.

GHS 9.50
HYDROSTATICS

SALUTE - C 2095 - S/Y 56M

HYDROSTATIC PROPERTIES

Trim: Fwd 0.100/46.060, No Heel, VCG = 0.000

LCF	Displacement	Buoyancy-Ctr.		Weight/		Moment/			
Draft----	Weight (MT)----	LCB-----	VCB-----	CM-----	LCF----	CM trim----	KML-----	KMT	
3.650	432.95	1.876a	2.798	3.32	2.746a	8.12	86.41	7.720	
3.660	436.29	1.883a	2.804	3.33	2.756a	8.16	86.18	7.709	
3.670	439.63	1.889a	2.811	3.34	2.773a	8.20	85.94	7.698	
3.680	442.99	1.896a	2.817	3.35	2.784a	8.25	85.76	7.688	
3.690	446.35	1.903a	2.824	3.36	2.795a	8.29	85.55	7.677	
3.700	449.71	1.910a	2.830	3.36	2.807a	8.34	85.38	7.667	
3.710	453.09	1.916a	2.837	3.37	2.819a	8.38	85.19	7.657	
3.720	456.47	1.923a	2.844	3.38	2.831a	8.42	85.01	7.647	
3.730	459.87	1.930a	2.850	3.39	2.841a	8.47	84.81	7.637	
3.740	463.26	1.937a	2.857	3.39	2.853a	8.51	84.62	7.627	
3.750	466.67	1.943a	2.863	3.40	2.865a	8.56	84.45	7.617	
3.760	470.09	1.950a	2.869	3.41	2.876a	8.60	84.27	7.607	
3.770	473.51	1.957a	2.876	3.42	2.888a	8.64	84.09	7.598	
3.780	476.94	1.963a	2.882	3.43	2.900a	8.69	83.93	7.588	
3.790	480.38	1.970a	2.889	3.43	2.911a	8.73	83.75	7.579	
3.800	483.82	1.977a	2.895	3.44	2.923a	8.78	83.58	7.569	
3.810	487.28	1.984a	2.902	3.45	2.935a	8.83	83.42	7.560	
3.820	490.74	1.990a	2.908	3.46	2.946a	8.87	83.25	7.551	
3.830	494.21	1.997a	2.915	3.46	2.957a	8.91	83.08	7.542	
3.840	497.68	2.004a	2.921	3.47	2.969a	8.96	82.93	7.533	
3.850	501.17	2.011a	2.928	3.48	2.981a	9.01	82.77	7.524	
3.860	504.66	2.017a	2.934	3.49	2.990a	9.05	82.59	7.515	
3.870	508.16	2.024a	2.940	3.49	3.003a	9.10	82.45	7.507	
3.880	511.67	2.031a	2.947	3.50	3.014a	9.14	82.29	7.498	
3.890	515.18	2.038a	2.953	3.51	3.024a	9.19	82.13	7.490	
3.900	518.70	2.044a	2.960	3.52	3.035a	9.23	81.97	7.481	
3.910	522.23	2.051a	2.966	3.52	3.047a	9.28	81.84	7.473	
3.920	525.77	2.058a	2.972	3.53	3.057a	9.32	81.68	7.465	
3.930	529.31	2.065a	2.979	3.54	3.069a	9.37	81.54	7.457	
3.940	532.87	2.071a	2.985	3.55	3.081a	9.42	81.40	7.449	
3.950	536.42	2.078a	2.991	3.55	3.091a	9.46	81.25	7.441	
3.960	539.99	2.085a	2.998	3.56	3.102a	9.51	81.11	7.434	
3.970	543.57	2.091a	3.004	3.57	3.113a	9.56	80.97	7.426	
3.980	547.15	2.098a	3.011	3.58	3.124a	9.60	80.83	7.418	
3.990	550.74	2.105a	3.017	3.58	3.135a	9.65	80.70	7.411	
4.000	554.34	2.112a	3.023	3.59	3.146a	9.70	80.56	7.403	
4.010	557.94	2.118a	3.030	3.60	3.158a	9.74	80.44	7.396	
4.020	561.55	2.125a	3.036	3.61	3.169a	9.79	80.31	7.389	
4.030	565.17	2.132a	3.042	3.61	3.180a	9.84	80.18	7.381	
4.040	568.80	2.138a	3.049	3.62	3.191a	9.89	80.06	7.374	
4.050	572.43	2.145a	3.055	3.63	3.202a	9.93	79.93	7.367	
4.060	576.08	2.152a	3.061	3.64	3.214a	9.98	79.82	7.360	
4.070	579.73	2.159a	3.068	3.64	3.225a	10.03	79.70	7.353	
4.080	583.38	2.165a	3.074	3.65	3.236a	10.08	79.58	7.346	
4.090	587.05	2.172a	3.080	3.66	3.248a	10.13	79.47	7.339	
4.100	590.72	2.179a	3.086	3.67	3.259a	10.18	79.36	7.332	

Distances in METERS.-----Specific Gravity = 1.025.-----Moment in M.-MT.
Trim is per 46.06M.

Draft is from base plane.

GHS 9.50
HYDROSTATICS

SALUTE - C 2095 - S/Y 56M

HYDROSTATIC PROPERTIES

Trim: Aft 0.200/46.060, No Heel, VCG = 0.000

LCF	Displacement	Buoyancy-Ctr.		Weight/	Moment/			
Draft----	Weight (MT)----	LCB-----	VCB-----	CM-----	LCF----	CM trim----	KML-----	KMT-----
3.650	432.79	2.425a	2.798	3.35	3.119a	8.24	87.74	7.781
3.660	436.13	2.430a	2.805	3.36	3.130a	8.29	87.54	7.769
3.670	439.47	2.435a	2.811	3.36	3.141a	8.33	87.34	7.758
3.680	442.83	2.441a	2.818	3.37	3.153a	8.38	87.15	7.747
3.690	446.19	2.446a	2.824	3.38	3.165a	8.42	86.96	7.736
3.700	449.55	2.452a	2.831	3.39	3.175a	8.47	86.76	7.725
3.710	452.93	2.457a	2.837	3.40	3.188a	8.51	86.59	7.714
3.720	456.32	2.463a	2.844	3.40	3.199a	8.56	86.40	7.703
3.730	459.71	2.468a	2.850	3.41	3.209a	8.60	86.19	7.692
3.740	463.11	2.473a	2.857	3.42	3.222a	8.65	86.03	7.682
3.750	466.51	2.479a	2.863	3.43	3.233a	8.69	85.85	7.672
3.760	469.93	2.484a	2.870	3.44	3.244a	8.74	85.66	7.661
3.770	473.35	2.490a	2.876	3.44	3.255a	8.78	85.47	7.651
3.780	476.78	2.495a	2.883	3.45	3.267a	8.83	85.31	7.641
3.790	480.22	2.501a	2.889	3.46	3.277a	8.87	85.12	7.631
3.800	483.67	2.507a	2.896	3.47	3.289a	8.92	84.97	7.621
3.810	487.12	2.512a	2.902	3.47	3.301a	8.97	84.80	7.611
3.820	490.58	2.518a	2.909	3.48	3.312a	9.01	84.63	7.601
3.830	494.05	2.523a	2.915	3.49	3.323a	9.06	84.46	7.592
3.840	497.52	2.529a	2.921	3.50	3.338a	9.10	84.24	7.582
3.850	501.01	2.535a	2.928	3.50	3.348a	9.15	84.10	7.573
3.860	504.50	2.540a	2.934	3.51	3.359a	9.19	83.94	7.563
3.870	508.00	2.546a	2.941	3.52	3.371a	9.24	83.79	7.554
3.880	511.50	2.552a	2.947	3.53	3.383a	9.29	83.64	7.545
3.890	515.02	2.557a	2.953	3.54	3.394a	9.34	83.49	7.536
3.900	518.54	2.563a	2.960	3.54	3.405a	9.38	83.35	7.527
3.910	522.07	2.569a	2.966	3.55	3.417a	9.43	83.20	7.518
3.920	525.60	2.575a	2.973	3.56	3.428a	9.48	83.05	7.510
3.930	529.15	2.580a	2.979	3.57	3.440a	9.53	82.92	7.501
3.940	532.70	2.586a	2.985	3.57	3.452a	9.57	82.78	7.493
3.950	536.26	2.592a	2.992	3.58	3.462a	9.62	82.63	7.484
3.960	539.82	2.598a	2.998	3.59	3.475a	9.67	82.51	7.476
3.970	543.40	2.603a	3.004	3.60	3.487a	9.72	82.38	7.468
3.980	546.98	2.609a	3.011	3.60	3.498a	9.77	82.25	7.460
3.990	550.57	2.615a	3.017	3.61	3.510a	9.82	82.12	7.452
4.000	554.16	2.621a	3.023	3.62	3.522a	9.87	81.99	7.444
4.010	557.77	2.627a	3.030	3.63	3.533a	9.91	81.87	7.436
4.020	561.38	2.633a	3.036	3.63	3.545a	9.96	81.75	7.428
4.030	565.00	2.639a	3.042	3.64	3.557a	10.01	81.63	7.421
4.040	568.62	2.644a	3.049	3.65	3.569a	10.06	81.52	7.413
4.050	572.26	2.650a	3.055	3.66	3.581a	10.11	81.41	7.405
4.060	575.90	2.656a	3.061	3.66	3.593a	10.16	81.29	7.398
4.070	579.55	2.662a	3.068	3.67	3.605a	10.22	81.19	7.391
4.080	583.20	2.668a	3.074	3.68	3.617a	10.27	81.08	7.383
4.090	586.87	2.674a	3.080	3.69	3.629a	10.32	80.97	7.376
4.100	590.54	2.680a	3.087	3.69	3.641a	10.37	80.86	7.369

Distances in METERS.-----Specific Gravity = 1.025.-----Moment in M.-MT.
Trim is per 46.06M.

Draft is from base plane.

GHS 9.50
HYDROSTATICS

SALUTE - C 2095 - S/Y 56M

HYDROSTATIC PROPERTIES

Trim: Aft 0.100/46.060, No Heel, VCG = 0.000

LCF	Displacement	Buoyancy-Ctr.		Weight/		Moment/			
Draft----	Weight (MT)----	LCB-----	VCB-----	CM-----	LCF----	CM trim----	KML-----	KMT	
3.650	432.95	2.241a	2.798	3.34	2.993a	8.20	87.27	7.760	
3.660	436.28	2.247a	2.804	3.35	3.004a	8.25	87.07	7.749	
3.670	439.63	2.253a	2.811	3.36	3.016a	8.29	86.87	7.738	
3.680	442.98	2.258a	2.817	3.36	3.028a	8.34	86.68	7.727	
3.690	446.34	2.264a	2.824	3.37	3.040a	8.38	86.50	7.716	
3.700	449.71	2.270a	2.830	3.38	3.051a	8.43	86.31	7.705	
3.710	453.09	2.276a	2.837	3.39	3.063a	8.47	86.11	7.694	
3.720	456.47	2.282a	2.843	3.40	3.075a	8.52	85.94	7.684	
3.730	459.86	2.288a	2.850	3.40	3.086a	8.56	85.75	7.673	
3.740	463.26	2.294a	2.857	3.41	3.097a	8.61	85.56	7.663	
3.750	466.67	2.299a	2.863	3.42	3.110a	8.65	85.39	7.653	
3.760	470.09	2.305a	2.869	3.43	3.121a	8.70	85.21	7.643	
3.770	473.51	2.311a	2.876	3.44	3.131a	8.74	85.02	7.633	
3.780	476.94	2.317a	2.882	3.44	3.145a	8.78	84.77	7.623	
3.790	480.38	2.323a	2.889	3.45	3.157a	8.83	84.64	7.613	
3.800	483.82	2.329a	2.895	3.46	3.169a	8.87	84.47	7.603	
3.810	487.28	2.335a	2.902	3.47	3.179a	8.92	84.28	7.594	
3.820	490.74	2.341a	2.908	3.47	3.191a	8.96	84.13	7.584	
3.830	494.21	2.347a	2.915	3.48	3.201a	9.01	83.95	7.575	
3.840	497.68	2.353a	2.921	3.49	3.213a	9.06	83.80	7.565	
3.850	501.17	2.359a	2.928	3.50	3.225a	9.10	83.64	7.556	
3.860	504.66	2.365a	2.934	3.50	3.235a	9.15	83.48	7.547	
3.870	508.16	2.371a	2.940	3.51	3.247a	9.19	83.32	7.538	
3.880	511.67	2.377a	2.947	3.52	3.258a	9.24	83.17	7.529	
3.890	515.18	2.383a	2.953	3.53	3.269a	9.29	83.01	7.520	
3.900	518.70	2.389a	2.960	3.53	3.281a	9.33	82.86	7.512	
3.910	522.23	2.395a	2.966	3.54	3.292a	9.38	82.71	7.503	
3.920	525.77	2.401a	2.972	3.55	3.304a	9.43	82.58	7.494	
3.930	529.31	2.408a	2.979	3.56	3.315a	9.47	82.43	7.486	
3.940	532.86	2.414a	2.985	3.56	3.326a	9.52	82.29	7.478	
3.950	536.42	2.420a	2.991	3.57	3.338a	9.57	82.15	7.470	
3.960	539.99	2.426a	2.998	3.58	3.349a	9.61	82.01	7.461	
3.970	543.56	2.432a	3.004	3.59	3.361a	9.66	81.88	7.453	
3.980	547.15	2.438a	3.011	3.59	3.372a	9.71	81.75	7.446	
3.990	550.74	2.444a	3.017	3.60	3.383a	9.76	81.62	7.438	
4.000	554.33	2.450a	3.023	3.61	3.395a	9.81	81.49	7.430	
4.010	557.94	2.456a	3.030	3.62	3.407a	9.86	81.37	7.422	
4.020	561.55	2.463a	3.036	3.62	3.418a	9.90	81.24	7.415	
4.030	565.17	2.469a	3.042	3.63	3.430a	9.95	81.13	7.407	
4.040	568.80	2.475a	3.049	3.64	3.441a	10.00	81.00	7.400	
4.050	572.43	2.481a	3.055	3.65	3.453a	10.05	80.89	7.392	
4.060	576.07	2.487a	3.061	3.65	3.465a	10.10	80.77	7.385	
4.070	579.72	2.493a	3.068	3.66	3.477a	10.15	80.66	7.378	
4.080	583.38	2.500a	3.074	3.67	3.488a	10.20	80.55	7.370	
4.090	587.04	2.506a	3.080	3.68	3.500a	10.25	80.44	7.363	
4.100	590.71	2.512a	3.086	3.68	3.512a	10.30	80.33	7.356	

Distances in METERS.-----Specific Gravity = 1.025.-----Moment in M.-MT.
Trim is per 46.06M.

Draft is from base plane.

Cross Curve Stability Plot (for trims 0, 0.2fwd, 0.1fwd, 0.2aft, 0.1aft)

NOTE: Water density = 1.025 t/m3

VCG = zero metres

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GHS 9.50Perini Navi
S/Y "SALUTE" - C 2095 - S/Y 56M
CROSS CURVES OF STABILITY

CROSS CURVES OF STABILITY

Showing righting arms in heel at VCG = 0.00

Trim: zero at zero heel (trim righting arm held at zero)

Displacement METRIC TONS	Heel Angles in Degrees							
	5.00s	10.00s	15.00s	20.00s	25.00s	30.00s	35.00s	40.00s
460.00	0.666s	1.320s	1.946s	2.529s	3.067s	3.560s	3.978s	4.306s
480.00	0.661s	1.312s	1.937s	2.521s	3.061s	3.556s	3.967s	4.291s
500.00	0.657s	1.304s	1.928s	2.513s	3.056s	3.550s	3.955s	4.274s
520.00	0.653s	1.296s	1.919s	2.506s	3.051s	3.542s	3.940s	4.258s
540.00	0.649s	1.289s	1.910s	2.499s	3.046s	3.533s	3.924s	4.240s
560.00	0.645s	1.283s	1.902s	2.491s	3.041s	3.523s	3.908s	4.222s
580.00	0.642s	1.276s	1.895s	2.484s	3.035s	3.510s	3.891s	4.205s
METRIC TONS	45.00s	50.00s	55.00s	60.00s	65.00s	70.00s		
460.00	4.559s	4.757s	4.924s	5.090s	5.230s	5.317s		
480.00	4.546s	4.742s	4.909s	5.071s	5.210s	5.299s		
500.00	4.530s	4.729s	4.897s	5.054s	5.190s	5.281s		
520.00	4.514s	4.717s	4.887s	5.038s	5.171s	5.263s		
540.00	4.498s	4.705s	4.878s	5.025s	5.153s	5.246s		
560.00	4.481s	4.693s	4.870s	5.013s	5.136s	5.230s		
580.00	4.464s	4.681s	4.862s	5.003s	5.121s	5.214s		
METRIC TONS	75.00s	80.00s	85.00s	90.00s	95.00s	100.00s		
460.00	5.345s	5.290s	5.180s	5.026s	4.831s	4.600s		
480.00	5.335s	5.283s	5.174s	5.021s	4.829s	4.600s		
500.00	5.322s	5.275s	5.167s	5.016s	4.826s	4.599s		
520.00	5.305s	5.266s	5.160s	5.012s	4.823s	4.599s		
540.00	5.287s	5.257s	5.153s	5.007s	4.821s	4.600s		
560.00	5.268s	5.247s	5.146s	5.002s	4.819s	4.600s		
580.00	5.250s	5.232s	5.139s	4.998s	4.817s	4.601s		
Distances in METERS.-----Specific Gravity = 1.025.-----								

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GHS 9.50

Perini Navi
S/Y "SALUTE" - C.2095 - S/Y 56M
CROSS CURVES OF STABILITY

CROSS CURVES OF STABILITY
Showing righting arms in heel at VCG = 0.00
Trim: Fwd 0.200/46.060 at zero heel (trim righting arm held at zero)

Displacement METRIC TONS	Heel Angles in Degrees							
	5.00s	10.00s	15.00s	20.00s	25.00s	30.00s	35.00s	40.00s
460.00	0.663s	1.314s	1.937s	2.517s	3.053s	3.546s	3.965s	4.293s
480.00	0.658s	1.306s	1.928s	2.510s	3.049s	3.542s	3.955s	4.279s
500.00	0.654s	1.298s	1.919s	2.503s	3.044s	3.537s	3.943s	4.264s
520.00	0.650s	1.291s	1.911s	2.496s	3.039s	3.531s	3.930s	4.248s
540.00	0.646s	1.284s	1.903s	2.489s	3.035s	3.522s	3.915s	4.231s
560.00	0.643s	1.278s	1.895s	2.482s	3.030s	3.513s	3.899s	4.214s
580.00	0.640s	1.272s	1.888s	2.476s	3.026s	3.501s	3.882s	4.196s

METRIC TONS	45.00s	50.00s	55.00s	60.00s	65.00s	70.00s
460.00	4.548s	4.745s	4.914s	5.078s	5.218s	5.305s
480.00	4.535s	4.731s	4.898s	5.059s	5.198s	5.287s
500.00	4.520s	4.718s	4.885s	5.042s	5.179s	5.270s
520.00	4.504s	4.705s	4.875s	5.028s	5.160s	5.253s
540.00	4.488s	4.693s	4.866s	5.015s	5.143s	5.236s
560.00	4.471s	4.682s	4.858s	5.003s	5.127s	5.221s
580.00	4.455s	4.670s	4.850s	4.993s	5.113s	5.206s

METRIC TONS	75.00s	80.00s	85.00s	90.00s	95.00s	100.00s
460.00	5.333s	5.281s	5.175s	5.023s	4.831s	4.603s
480.00	5.324s	5.274s	5.169s	5.019s	4.829s	4.602s
500.00	5.311s	5.267s	5.162s	5.014s	4.826s	4.602s
520.00	5.296s	5.259s	5.156s	5.010s	4.824s	4.602s
540.00	5.278s	5.250s	5.149s	5.005s	4.821s	4.602s
560.00	5.260s	5.241s	5.142s	5.000s	4.820s	4.603s
580.00	5.243s	5.227s	5.135s	4.996s	4.818s	4.603s

Distances in METERS.-----Specific Gravity = 1.025.-----

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GHS 9.50

Perini Navi
S/Y "SALUTE" - C.2095 - S/Y 56M
CROSS CURVES OF STABILITY

CROSS CURVES OF STABILITY
Showing righting arms in heel at VCG = 0.00
Trim: Fwd 0.100/46.060 at zero heel (trim righting arm held at zero)

Displacement	Heel Angles in Degrees								
METRIC TONS	5.00s	10.00s	15.00s	20.00s	25.00s	30.00s	35.00s	40.00s	
460.00	0.665s	1.317s	1.941s	2.523s	3.060s	3.553s	3.972s	4.300s	
480.00	0.660s	1.309s	1.932s	2.516s	3.055s	3.549s	3.961s	4.285s	
500.00	0.655s	1.301s	1.923s	2.508s	3.050s	3.544s	3.949s	4.269s	
520.00	0.651s	1.294s	1.915s	2.501s	3.045s	3.536s	3.935s	4.253s	
540.00	0.647s	1.287s	1.907s	2.494s	3.040s	3.528s	3.920s	4.236s	
560.00	0.644s	1.280s	1.899s	2.487s	3.036s	3.518s	3.903s	4.218s	
580.00	0.641s	1.274s	1.891s	2.480s	3.030s	3.506s	3.886s	4.200s	
METRIC TONS	45.00s	50.00s	55.00s	60.00s	65.00s	70.00s			
460.00	4.554s	4.751s	4.919s	5.084s	5.224s	5.311s			
480.00	4.540s	4.737s	4.903s	5.065s	5.204s	5.293s			
500.00	4.525s	4.723s	4.891s	5.048s	5.184s	5.275s			
520.00	4.509s	4.711s	4.881s	5.033s	5.165s	5.258s			
540.00	4.493s	4.699s	4.872s	5.020s	5.148s	5.241s			
560.00	4.476s	4.687s	4.864s	5.008s	5.132s	5.225s			
580.00	4.460s	4.676s	4.856s	4.998s	5.117s	5.210s			
METRIC TONS	75.00s	80.00s	85.00s	90.00s	95.00s	100.00s			
460.00	5.339s	5.285s	5.178s	5.025s	4.831s	4.601s			
480.00	5.329s	5.278s	5.171s	5.020s	4.829s	4.601s			
500.00	5.317s	5.271s	5.164s	5.015s	4.826s	4.601s			
520.00	5.300s	5.262s	5.158s	5.011s	4.824s	4.601s			
540.00	5.283s	5.254s	5.151s	5.006s	4.821s	4.601s			
560.00	5.264s	5.244s	5.144s	5.001s	4.819s	4.602s			
580.00	5.247s	5.230s	5.137s	4.997s	4.818s	4.602s			
Distances in METERS.-----Specific Gravity = 1.025.-----									

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GHS 9.50

Perini Navi
S/Y "SALUTE" - C.2095 - S/Y 56M
CROSS CURVES OF STABILITY

CROSS CURVES OF STABILITY
Showing righting arms in heel at VCG = 0.00
Trim: Aft 0.200/46.060 at zero heel (trim righting arm held at zero)

Displacement		Heel Angles in Degrees							
METRIC TONS	5.00s	10.00s	15.00s	20.00s	25.00s	30.00s	35.00s	40.00s	
460.00	0.669s	1.327s	1.956s	2.541s	3.080s	3.574s	3.992s	4.318s	
480.00	0.664s	1.318s	1.946s	2.533s	3.074s	3.569s	3.980s	4.302s	
500.00	0.660s	1.310s	1.936s	2.524s	3.068s	3.562s	3.966s	4.285s	
520.00	0.655s	1.302s	1.927s	2.516s	3.063s	3.554s	3.950s	4.267s	
540.00	0.651s	1.294s	1.918s	2.508s	3.057s	3.544s	3.934s	4.249s	
560.00	0.647s	1.287s	1.910s	2.501s	3.051s	3.532s	3.916s	4.231s	
580.00	0.644s	1.281s	1.902s	2.493s	3.045s	3.519s	3.899s	4.213s	
METRIC TONS	45.00s	50.00s	55.00s	60.00s	65.00s	70.00s			
460.00	4.571s	4.767s	4.935s	5.101s	5.243s	5.329s			
480.00	4.556s	4.753s	4.920s	5.082s	5.221s	5.311s			
500.00	4.541s	4.741s	4.908s	5.064s	5.201s	5.292s			
520.00	4.524s	4.728s	4.899s	5.049s	5.181s	5.274s			
540.00	4.507s	4.716s	4.890s	5.035s	5.162s	5.256s			
560.00	4.491s	4.704s	4.881s	5.023s	5.145s	5.239s			
580.00	4.474s	4.692s	4.873s	5.013s	5.129s	5.222s			
METRIC TONS	75.00s	80.00s	85.00s	90.00s	95.00s	100.00s			
460.00	5.356s	5.298s	5.186s	5.028s	4.832s	4.598s			
480.00	5.346s	5.290s	5.179s	5.024s	4.829s	4.597s			
500.00	5.332s	5.282s	5.171s	5.019s	4.826s	4.597s			
520.00	5.314s	5.273s	5.164s	5.014s	4.823s	4.597s			
540.00	5.295s	5.263s	5.157s	5.009s	4.821s	4.598s			
560.00	5.275s	5.252s	5.150s	5.004s	4.819s	4.598s			
580.00	5.257s	5.237s	5.143s	4.999s	4.817s	4.599s			
Distances in METERS.-----Specific Gravity = 1.025.-----									

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GHS 9.50

Perini Navi
S/Y "SALUTE" - C.2095 - S/Y 56M
CROSS CURVES OF STABILITY

CROSS CURVES OF STABILITY
Showing righting arms in heel at VCG = 0.00
Trim: Aft 0.100/46.060 at zero heel (trim righting arm held at zero)

Displacement	Heel Angles in Degrees								
METRIC TONS	5.00s	10.00s	15.00s	20.00s	25.00s	30.00s	35.00s	40.00s	
460.00	0.668s	1.324s	1.951s	2.535s	3.074s	3.567s	3.985s	4.312s	
480.00	0.663s	1.315s	1.941s	2.527s	3.068s	3.562s	3.974s	4.296s	
500.00	0.658s	1.307s	1.932s	2.519s	3.062s	3.556s	3.960s	4.280s	
520.00	0.654s	1.299s	1.923s	2.511s	3.057s	3.548s	3.945s	4.262s	
540.00	0.650s	1.292s	1.914s	2.503s	3.052s	3.538s	3.929s	4.245s	
560.00	0.646s	1.285s	1.906s	2.496s	3.046s	3.527s	3.912s	4.227s	
580.00	0.643s	1.279s	1.898s	2.489s	3.040s	3.515s	3.895s	4.209s	
METRIC TONS	45.00s	50.00s	55.00s	60.00s	65.00s	70.00s			
460.00	4.565s	4.762s	4.930s	5.096s	5.237s	5.323s			
480.00	4.551s	4.748s	4.915s	5.076s	5.215s	5.305s			
500.00	4.536s	4.735s	4.903s	5.059s	5.195s	5.287s			
520.00	4.519s	4.723s	4.893s	5.044s	5.176s	5.269s			
540.00	4.503s	4.710s	4.884s	5.030s	5.158s	5.251s			
560.00	4.486s	4.699s	4.876s	5.018s	5.141s	5.234s			
580.00	4.469s	4.687s	4.867s	5.008s	5.125s	5.218s			
METRIC TONS	75.00s	80.00s	85.00s	90.00s	95.00s	100.00s			
460.00	5.350s	5.294s	5.183s	5.027s	4.831s	4.599s			
480.00	5.340s	5.287s	5.176s	5.022s	4.829s	4.598s			
500.00	5.327s	5.278s	5.169s	5.017s	4.826s	4.598s			
520.00	5.310s	5.269s	5.162s	5.013s	4.823s	4.598s			
540.00	5.291s	5.260s	5.155s	5.008s	4.821s	4.599s			
560.00	5.272s	5.249s	5.148s	5.003s	4.819s	4.599s			
580.00	5.253s	5.235s	5.141s	4.998s	4.817s	4.600s			
Distances in METERS.-----Specific Gravity = 1.025.-----									

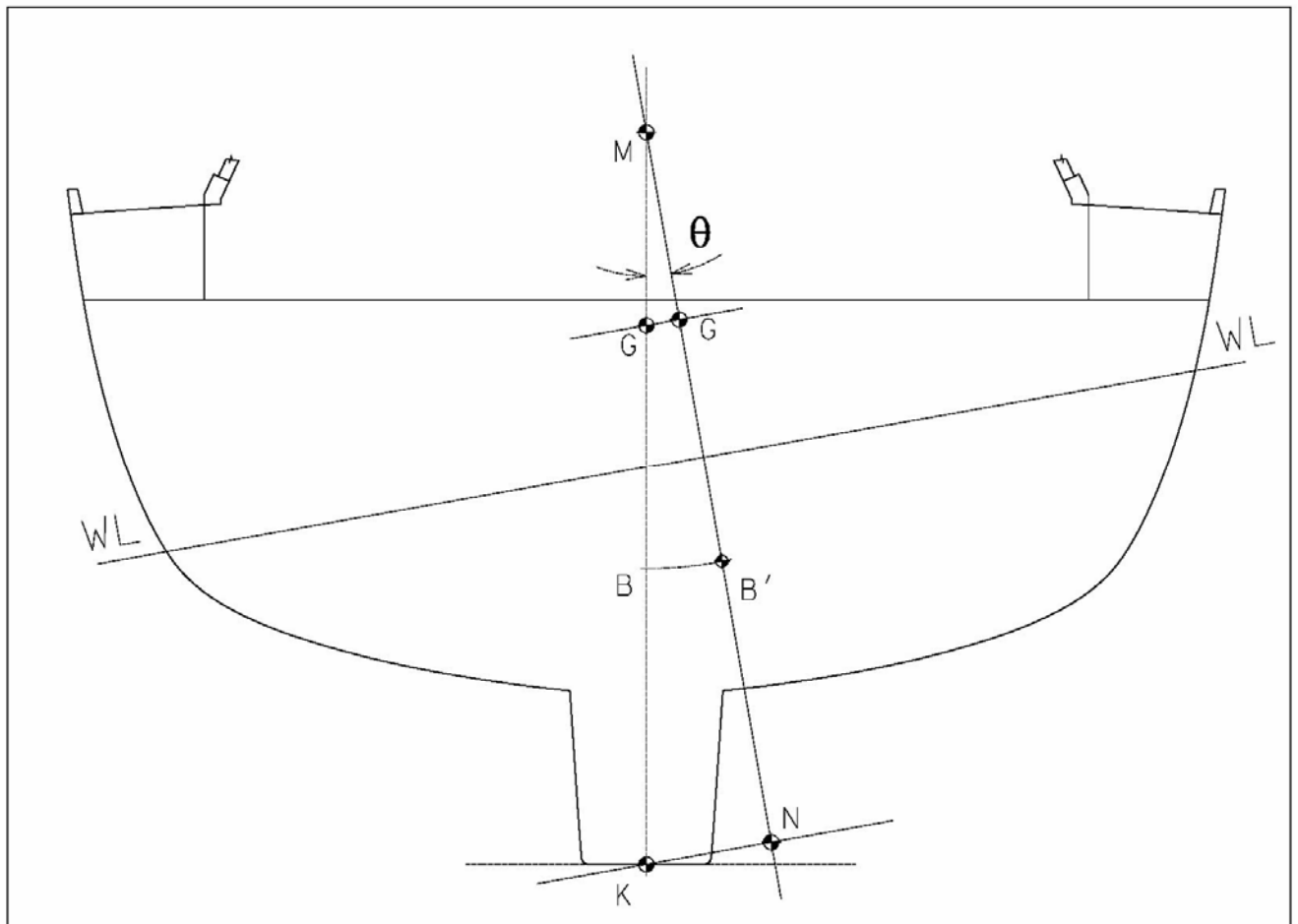
Notes on use of KN Curves

KN curves for displacements of 460 to 580 tonnes are presented for angles of heel at intervals between 0 and 100 degrees.

To obtain righting arm (GZ) curves at a given displacement, the following equation should be used:

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

This enables the value of GZ to be calculated at each of the heel angles presented, and subsequently plotted as in the loading conditions presented herein.



Tank Usage and 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 material.

Immediately a quantity of liquid is withdrawn from the tank the situation changes completely and the stability of the ship is adversely affected by what is known as the "Free Surface Effect". This adverse effect on the stability is referred to as a "loss in GM" or as "virtual rise in VCG"

$$\text{Virtual Rise in VCG / Loss in GM} = \frac{\text{Free Surface Moment [tm]}}{\text{Vessel Displacement [t]}}$$

When preparing loading condition, it is to be noted that free surface effect must be allowed for the maximum number of tank which are slack or shortly to become slack in that given loading condition.

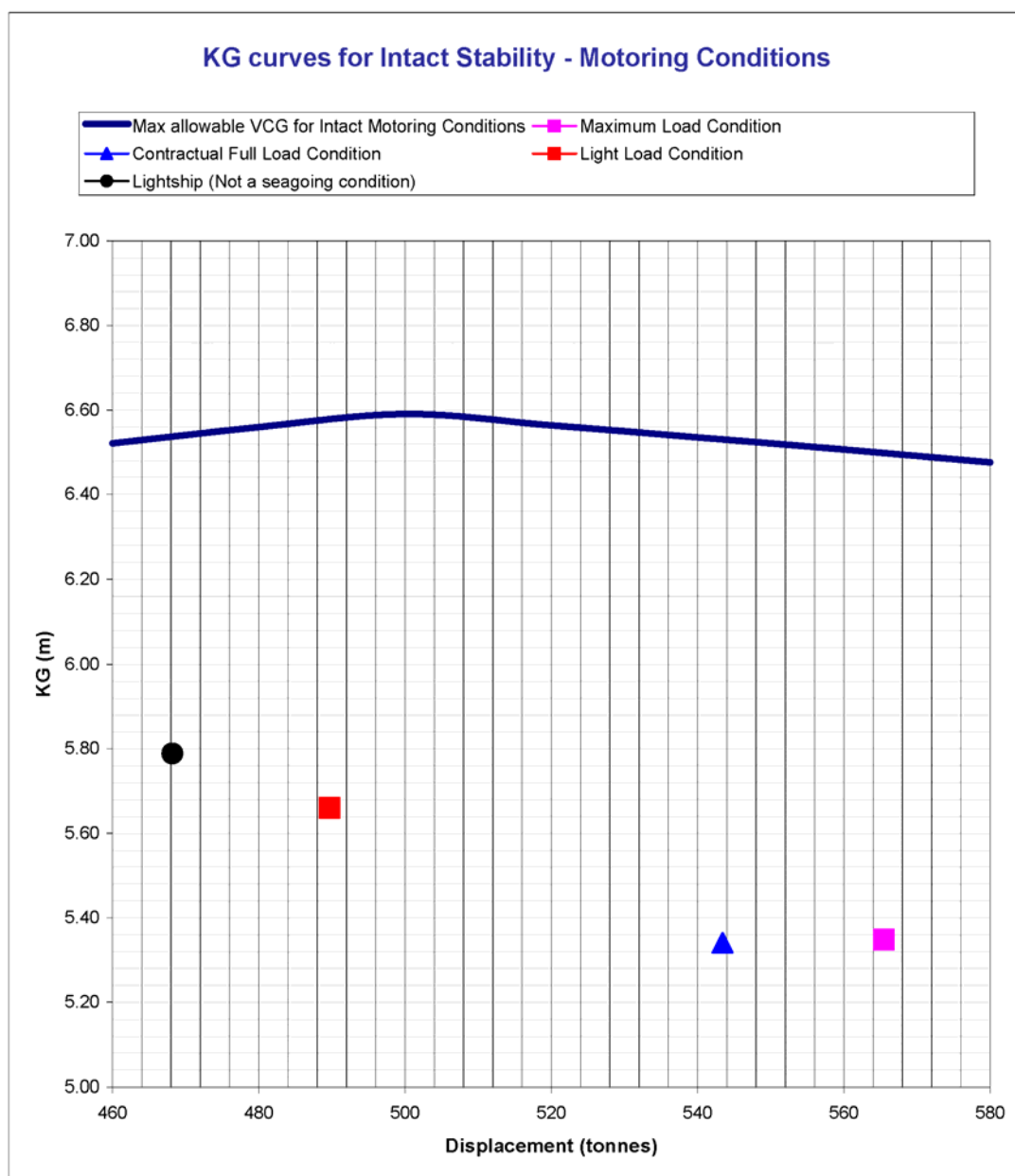
The number of slack tank should be kept to a minimum.

Where ballast tank are used they should be "pressed full" or "empty" as far as possible. Dirty water in the bilge must be kept to a minimum.

KG curve for Intact Stability
Motoring Conditions (Board UP)

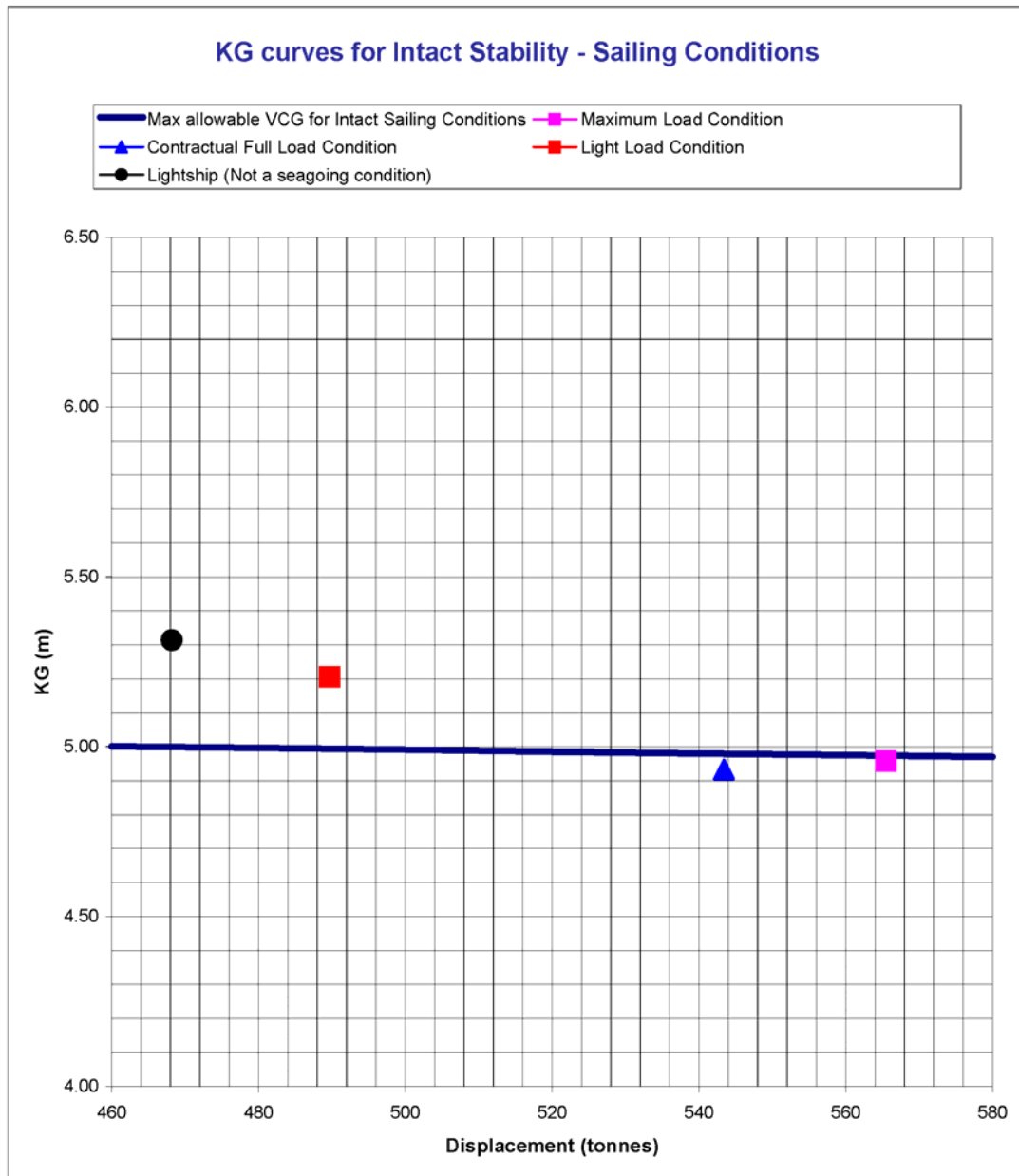
LIMITS

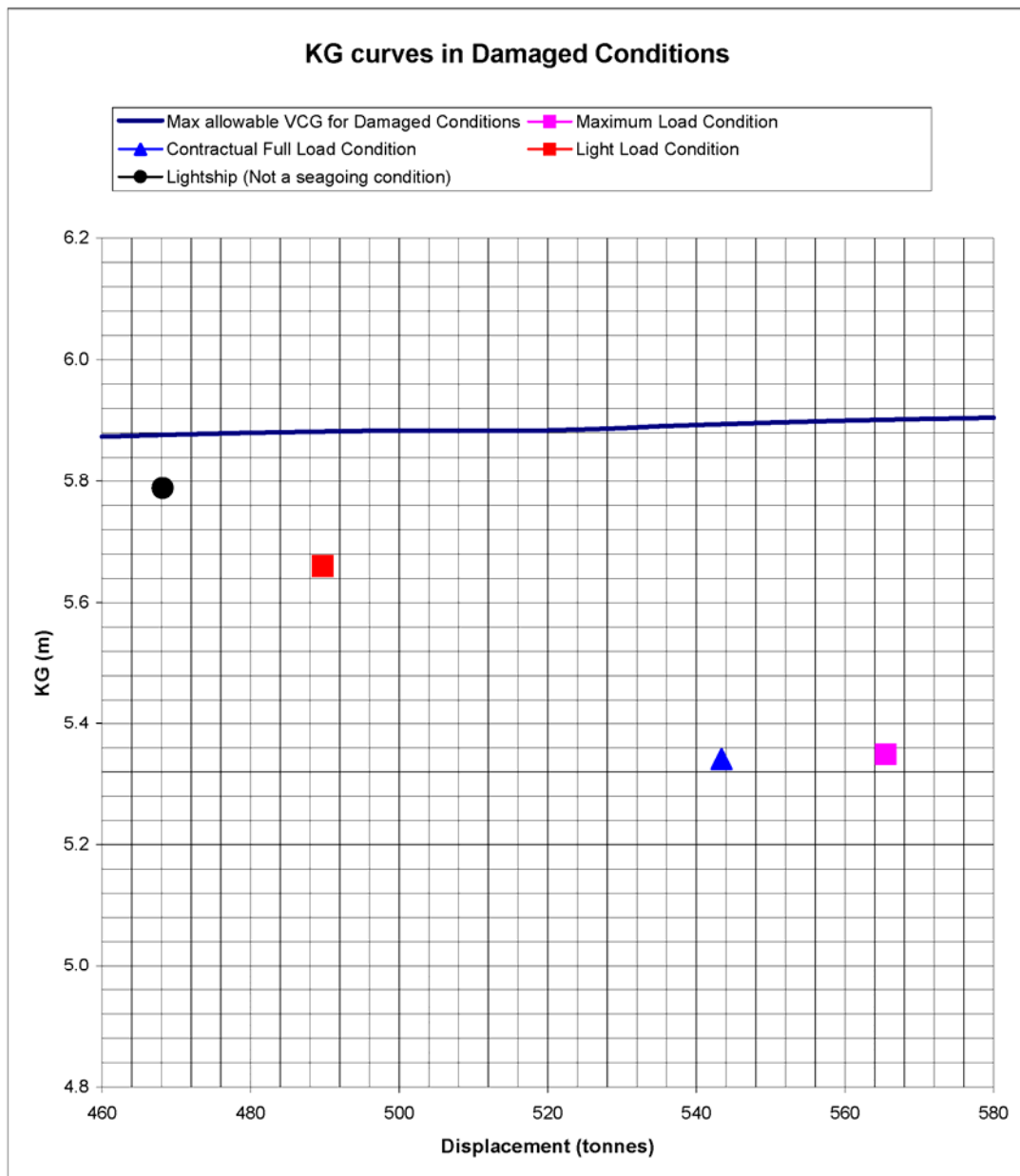
- | | |
|------------------------------|----------------|
| 1) Area from 0 deg to 30 | > 0.0550 m-Rad |
| 2) Area from 0 deg to 40 | > 0.0900 m-Rad |
| 3) Area from 30 deg to 40 | > 0.0300 m-Rad |
| 4) Righting Arm at 30 deg | > 0.200 m |
| 5) Angle from 0 deg to MaxRA | > 25.00 deg |
| 6) GM Upright | > 0.150 m |

Stability Criterion

Sailing Conditions (Board DOWN)**LIMITS**

- | | | |
|----|----------------------------------|-------|
| 1) | Righting Arm (GZ) positive up to | 90° |
| 2) | Angle of Derived Heel Angle | > 15° |

Stability Criterion

Damage Stability

Unit Conversion Table

MULTIPLY BY	TO CONVERT FROM	TO OBTAIN	
0.039370	[millimetres]	[inches]	25.4
0.39370	[centimetres]	[inches]	2.54
3.2808	[metres]	[feet]	0.3048
2.2046	Kg [kilograms]	[lbs]	0.45359
0.00098421	Kg [kilograms]	[tons] (2240lbs)	1016.0
0.98421	[tonnes] (1000 Kg)	[tons] (2240lbs)	1.016
2.4999	[tonnes per cm]	[tons per inch]	0.40002
8.2017	[tonnes metres units] MCTC	[ton feet units] MCTI	0.12193
187.98	[metre Radians]	[Foot deg]	0.0053198
	TO OBTAIN	TO CONVERT FROM	MULTIPLY BY

Relationship between Weight and Volume

10 mm cubed	= 1 cubic cm
1 cubic cm of fresh water (S.G. = 1.0)	= 1 gram
1000 cubic cm of fresh water (S.G. = 1.0)	= 1 kg (1000 grams)
1 cubic metre of fresh water (S.G. = 1.0)	= 1 tonnes (1000 kg)
1 cubic metre of salt water (S.G. = 1.025)	= 1.025 tonnes (1025 kg)
1 tonne of salt water (S.G. = 1.025)	= 0.975 cubic metres
1 cubic metre	= 35.316 cubic feet
1 cubic foot	= 0.0283 cubic metres

Beaufort Scale of Wind Speeds and Corresponding Pressures

BEAUFORT NUMBER	GENERAL DESCRIPTION	LIMITS OF SPEED	PRESSURES
		[knots]	[kg*m2]
1	LIGHT AIR	1 to 3	0.02 – 0.2
2	LIGHT BREEZE	4 to 6	0.3 – 0.6
3	GINTLE BREEZE	7 to 10	0.8 – 1.7
4	MODERATE BREEZE	11 to 16	2.0 – 4.2
5	FRESH BREEZE	17 to 21	4.8 – 7.3
6	STRONG BREEZE	22 to 27	8 - 12
7	NEAR GALE	28 to 33	13 – 18
8	GALE	34 to 40	19 – 26
9	STRONG GALE	41 to 47	27 – 37
10	STORM	48 to 55	38 – 50
11	VIOLENT STORM	56 to 63	52 – 66
12	HURRICANE	63 and over	68 and over

Lightship History

An Inclining Experiment was undertaken at 29 February 2008. The resulting lightship figures are as follows

Lightship	LCG	TCG	VCG
468.2	2.648a	0.024	5.788

The above lightship does not include the following items which are to be included in the loading condition as deadweight items. Should any of these items be changed during the life of the yacht, the loading conditions are to be modified to take account of the difference in weight and centres of gravity and their effect in the stability of the yacht:

Item	Weight	LCG	TCG	VCG

Whenever a significant change is made to the lightship, verified either by inclining experiment, lightweight check or calculation, the results are to be indicated in the following table and endorsed by the approved surveyor.

Lightship	LCG	TCG	VCG	Date	Reason

Appendix I - Inclining Experiment Results

The above lightship does not include the following items which are to be included in the loading condition as deadweight items. Should any of these items be changed during the life of the yacht, the loading conditions are to be modified to take account of the difference in weight and centres of gravity and their effect on the stability of the yacht:

Item	Weight	LCG	TCG	VCG

Whenever a significant change is made to the lightship, verified either by inclining experiment, lightweight check or calculation, the results are to be indicated in the following table and endorsed by an approved surveyor.

Lightship	LCG	TCG	VCG	Date	Reason

Appendix II - ABS Freeboard Assignment

LL 3E (Rev. 10/83)

American Bureau of Shipping

PRELIMINARY FREEBOARD ASSIGNMENT		TYPE: 1966 Type " B with increased freeboard"
Builder and hull number (s) PERINI NAVI - HULL 2094		
LENGTH (L) AS DEFINED IN LL REGULATIONS 49.704	NAME OF VESSEL(S) S/Y "SALUTE"	COUNTRY OF REGISTRY THE HETHERLANDS
CENTER OF RING below the upper edge of the deck line		mm or ft-in 1544
LOAD LINE in Tropical Fresh Water, above the center of Ring		—
" in Fresh Water, above the center of Ring		39
" in Tropical Zones, above the center of Ring		—
" in Summer, through/above the center of Ring		—
" in Winter, below/above the center of Ring		—
" in Winter North Atlantic, below the center of Ring		—
The upper edge of the deck line from which the center of Ring is measured is: the upper deck at side. Orun below		
The above markings are assigned subject to NOTES : (1) Preliminary Assignment is corresponding to a draft molded of 2.377m (extreme draft of 2.392m) measured at 311 mm in front (fwd) of frame 16 of drawing No. 2095.1.40.012B "Key Dimensions Plan" (2) Preliminary Assignment is corresponding to a molded depth D = 3.898 m (3) The vessel is in compliance with Regulation 6(6) of the Load Lines Convention 1966 as amended (4) Conditions of assignment based on LY2 Code as an equivalent arrangement under the International Load Line Convention (1966) Article 8 (5) Preliminary assignment is pending the review of the Final LL11D report (6) Preliminary Assignment is pending submission of final Intact & Damage Stability approved by MCA		
 Genoa, 14 April 2008 Issued at ... ABS GENOA		