

16715
16 February 1982

Subj: FMC 22, 23, & 24
Stability Review

B. When one transverse pair of ballast tanks is completely full and the other pair slack:

<u>Draft (ft)</u>	<u>CVCG (ft)</u>	Minimum Required Ballast In	
		<u>Each Slack Tank</u>	<u>Soundings (ft)</u>
		<u>Long Tons S.W.</u>	
14.33	16.95	253.78	5.0
14	20.27	253.78	5.0
13	32.50	202.97	4.0
12	37.50	152.16	3.0
11	37.50	No minimum required	
10	37.50	"	"
8	37.50	"	"

C. When both pair of ballast tanks are completely full (914.32 long tons of water per tank at a sounding of 18 feet):

<u>Draft (ft)</u>	<u>CVCG(ft)</u>
14.33	32.125
14.00 & less	37.50

The last column in Loading Tables A and B requires a minimum amount of ballast to be carried anytime a tank(s) is/are carried slack for a given draft. The soundings are given for saltwater.

2. The maximum height of deck cargo shall not exceed twice the height of the allowed cargo's center of gravity (CVCG) above the main deck.
3. When the ballast tanks are carried dry, flanges are to be installed on the seachest valves.
4. For intermediate drafts between tabulated values, the allowable CVCG must be interpolated, or the value of the deeper draft must be utilized.

The above restrictions (1) through (4) shall be placed on or attached to the Loadline Certificate.

Sincerely,

GEORGE J. BUFFLEBEN
Commander, U. S. Coast Guard
Chief, Merchant Marine Technical Branch
By direction of the District Commander

16715
16 February 1982

Subj: FMC 22, 23 and 24
Stability Review

Encl: (1) Report #4216-1, Stability & Loading for FMC Hulls 22, 23 & 24
dtd 5 Feb 1982
(2) Dwg 22-18297-H1, Rev B, Plan & Profile
(3) Dwg 22-18297-H2, Lines and Offsets

cc: ODCI, Portland, OR w/encls
ABS/NY
ABS/Portland, OR