

REC'D NEW YORK JAN 29 1960

NEWPORT NEWS SHIPBUILDING AND DRY DOCK COMPANY

NEWPORT NEWS, VIRGINIA

December 23, 1959

Stability Statement

Re Safety, Equipment

Master/Owners

Bulk Carrier S. S. Jonancy

From a conservative estimate based on a similar ship the following has been determined by our Hull Technical Department:

With the ship down to her marks at the beginning of the voyage (2300 tons light ship, plus 5200 tons of coal stowed homogeneously - no deck cargo, plus 310 tons of fuel oil, fresh water, stores etc.) an end-of-voyage condition was calculated with all fuel oil, fresh water and stores consumed. These calculations show that the GM will be at least 2 feet, positive, in this end-of-voyage condition.

All other conditions of homogeneous loading at lighter drafts and with varying amounts of liquid aboard will have more GM.

Fuel oil should not be drawn from more than one pair of double bottom tanks (one port and one starboard) at a time.

J. P. Comstock
Naval Architect

JFW
JPC:ja
cc:
1 - Ship
1 - Owner
1 - H.T. File
1 - C.O. File
3 - Lloyd's



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Lloyd's Register
Foundation

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