



No.	COMPARTMENT	POSITION	NET CAPACITY (m <sup>3</sup> )	WEIGHT (t)	Xg (m)	Yg (m)	Zg (m)	lx (m-t)
<b>CARGO HOLDS (Bulk 100%)</b>								
1	No.1 CARGO HOLD	#110--#137	2713.99	-----	32.902	0.000	7.002	-----
2	No.2 CARGO HOLD	#61--#110	3903.12	-----	8.747	0.000	5.763	-----
3	No.3 CARGO HOLD	#26--#67	3638.93	-----	-20.426	0.000	5.873	-----
<b>TOTAL</b>			10256.04					
<b>FRESH WATER</b> $\rho = 1.000 \text{ t/m}^3$								
4	FRESH WATER TANK (P/S)	#63--#69	4177	4177	-6.445	3.776	0.146	166.38
<b>TOTAL</b>			8355					
<b>BALLAST WATER</b> $\rho = 1.025 \text{ t/m}^3$								
5	FORE PEAK TANK	#143--STEHL	143.90	14750	49.344	0.000	4.336	106.40
6	No.1 D.B.W.Tk (P/S)	#122--#137	63.00	64.58	37.212	3.235	0.706	173.53
7	No.2 D.B.W.Tk (P/S)	#110--#122	73.71	75.55	28.515	4.597	0.673	376.32
8	No.3 D.B.W.Tk (P/S)	#87--#110	167.40	167.59	16.175	4.786	0.662	794.73
9	No.4 D.B.W.Tk (P/S)	#67--#87	141.12	144.65	1.363	4.916	0.661	736.65
10	No.1 S.B.W.Tk (P/S)	#122--#137	113.55	116.38	37.536	6.374	4.052	26.60
11	No.2 S.B.W.Tk (P/S)	#110--#122	74.51	76.37	20.745	8.135	3.940	6.31
12	No.3 S.B.W.Tk (P/S)	#87--#110	127.73	127.93	16.197	-0.550	4.555	4.55
13	No.4 S.B.W.Tk (P/S)	#67--#87	111.13	113.91	1.150	8.350	4.000	3.96
14	No.5 S.B.W.Tk (P/S)	#46--#67	137.58	141.02	-13.074	0.333	3.504	4.15
15	No.6 S.B.W.Tk (P/S)	#26--#46	117.34	120.27	-27.620	7.756	3.745	26.55
16	A.P.Tk(C)	STERN--#9	51.26	52.54	-49.664	0.000	5.574	222.94
17	AFT B.W.Tk(P/S)	STERN--#3	31.40	32.26	-51.564	4.634	7.828	16.41
<b>TOTAL</b>			2512.25					
<b>FUEL OIL</b> $\rho = 0.960 \text{ t/m}^3$								
18	No.1 H.F.O TANK (P/S)	#46--#67	2x 129.63	124.44	-13.170	4.205	0.652	409.25
19	No.2 H.F.O TANK (P/S)	#26--#46	2x 60.63	58.21	-24.999	4.310	0.683	180.23
20	H.F.O OVERFLOW TK (P)	#20--#26	13.27	12.74	-36.502	-2.324	0.829	7.20
21	No.1 H.F.O SERVICE Tk (S)	#21--#23	6.03	6.56	-37.350	6.355	7.400	1.70
22	No.2 H.F.O SERVICE Tk (S)	#23--#25	6.83	6.56	-35.950	6.355	7.400	1.70
23	No.1 F.O. SETTLING TANK (S)	#21--#23	7.96	7.64	-37.324	7.651	6.369	0.87
24	No.2 F.O. SETTLING TANK (S)	#23--#25	9.53	9.14	-35.910	7.695	6.191	1.24
<b>TOTAL</b>			426.94					
<b>MGO</b> $\rho = 0.840 \text{ t/m}^3$								
25	MGO (P/S)	#26--#38	2x 26.58	22.33	-30.336	1.956	0.652	9.22
26	MGO SETTLING TK (S)	#10--#13	5.39	4.52	-44.621	7.064	7.541	0.78
27	No.1 MGO SERVICE TANK (S)	#10--#11	3.81	3.20	-45.139	5.707	7.102	0.17
28	No.2 MGO SERVICE TANK (S)	#11--#13	3.15	2.64	-44.094	5.711	6.975	0.12
<b>TOTAL</b>			65.51					
<b>LUBRICATE OIL</b> $\rho = 0.900 \text{ t/m}^3$								
29	L.O. RENOVATE TK. (P)	#5--#8	5.97	5.37	-47.997	-6.016	7.556	1.68
30	L.O. STORAGE TK. (P)	#8--#11	9.86	8.88	-46.043	-6.195	7.399	3.25
31	STERNL O SUPP. TK (C)	#9--#11	2.97	2.67	-45.751	0.000	0.890	1.45
32	L.O. CIRCULATING TK(C)	#14--#22	5.11	4.60	-40.150	0.000	0.725	1.11
33	CYL. OIL STORAGE TK.	#25--#26	4.76	4.28	-34.900	-0.193	7.332	3.10
34	CYL. OIL SERVICE TK.	#25--#26	0.62	0.56	-34.900	14.85	7.925	0.04
<b>TOTAL</b>			29.29					
<b>MISCELLANEOUS</b> $\rho = 1.000 \text{ t/m}^3$								
35	TUB COOLING TK.	STERN--#9	8.63	8.63	-47.311	0.000	2.271	1.03
36	TECH FRESH TANK (P)	#15--#19	3.88	3.88	-40.478	-1.913	0.981	1.34
37	BILGE TANK (S)	#14--#19	4.34	4.34	-40.859	1.849	0.992	1.30
38	SLUDGE TANK	#19--#26	14.76	14.76	-36.768	2.303	0.839	8.10
39	PURIFY SLUDGE TANK	#15--#20	5.47	5.47	-40.294	6.084	5.257	2.37
40	DIRTY L.O TANK	#11--#14	5.67	5.67	-44.172	-0.169	0.910	5.69
41	CPP HYDR OIL	#13--#14	14.9	14.9	-43.293	0.816	0.890	0.44
42	SEWAGE TK (S)	#6--#9	7.14	7.14	-47.330	6.009	7.502	2.39
43	CARGO HOLD WASH TANK	#106--#110	16.52	16.52	22.897	0.000	8.176	18.04
44	EMER GEN MGO SERV.TK	#7--#10	1.80	1.51	-46.750	3.100	13.250	0.03
<b>TOTAL</b>			69.70					
BUILDER	YANGJIANG/SUMEC SHIPYARD		SHIP'S NO.	YZJ2003-657C-660C		JSS03C-001-004		
DESIGNER	MARINE DESIGN & RESEARCH INSTITUTE OF CHINA							
7600DWT BULK CARRIER				DETAIL DESIGN				
图号		084.4194.103.001		比例		1:200		
设计		完		日期		2003.10.01		
校核		完		日期		2003.10.01		
审核		完		日期		2003.10.01		
批准		完		日期		2003.10.01		
图例		完		日期		2003.10.01		