



Daftar Pustaka

- Ahadyat M. dan Abbas, Hammada. 2015. Penerapan Metode Elemen Hingga dalam Analisis Paengaruh Persentase Filler terhadap Getaran Balok Komposit Serbuk Kayu Jati dan Bayam. Prosiding Seminar Nasional Rekayasa Material, Sistem Manufaktur dan Energi, Hal. 1–7, ISBN: 978-602-71380-0-1. Indonesia, Makassar: Fakultas Teknik Mesin Universitas Hasanuddin.
- Al-Fian, M. F., Riantini, R., dan Subekti, A., Identifikasi Bahaya Proses Launching Kapal Menggunakan Sistem Marine Air bag Ship Pada Slipway Area Galangan Kapal PT Daya Radar Utama Unit Lamongan, Proceeding 1st Proceeding Conference on Safety Engineering and Its Application Vol. 1 Book 2 September 2017.
- Adiansyah Yogi, Isranuri Ikhwanasyah, Hamsi Alfian, Sabri, Bustami Syam. 2018. Simulasi Tegangan Propeller Al-Mg Yang Dirancang Untuk Propeller Rendah Bising. Jurnal Dinamis, Volume.6, No.3 September 2018.
- Badan Standardisasi Nasional. 2013. Spesifikasi desain untuk konstruksi kayu. Standar Nasional Indonesia. Jakarta, SNI 7973:2013.
- Bakri, Moch., Made S, I.Gusti, dan Yusuf, S, Yoswan, 1983. Teori Bangunan Kapal 3. Indonesia, Jakarta: Departemen Pendidikan dan Kebudayaan.
- Chen Diyi, Renjun Yan, Xin Lu. 2021. Mechanical properties analysis of the naval ship similar model with an integrated sandwich composite superstructure. Ocean Engineering Volume 232, 15 July 2021.
- Dapas, Servie. 2011. Aplikasi Metode Elemen Hingga Pada Analisis Struktur Rangka Batang. Jurnal Ilmiah Media Engineering Vol. 1, No. 2, Juli 2011 ISSN 2087-9334 (Hal. 156-160).
- Djarmiko, Soekanto. 1982. Teknik Galangan Kapal Dan Dok 1. Departemen Pendidikan dan Kebudayaan. Jakarta : Direktorat Pendidikan Menengah Kejuruan.
- Djarmiko, Soekanto. 1983. Teknik Galangan Kapal Dan Dok 2. Departemen Pendidikan dan Kebudayaan. Jakarta : Direktorat Pendidikan Menengah Kejuruan.
- Fitriadhy, A., and Malek, A.M.A., Computational Fluid dynamics Analysis of a Ship's Side Launching In Restricted Water, Journal of Mechanical Engineering and Sciences Vol. 11, Issue 4, p.2993-3003, December 2017.



- Haryani, A.O., dan Pribadi, T.W., Analisis Teknis dan Ekonomis Air bag System Untuk Meningkatkan Produktivitas Reparasi Kapal (Studi Kasus: PT. Adiluhung), Jurnal Teknik POMITS Vol. 2, No. 1 2013.
- Handayanu. 2012. Metode Elemen Hingga. Bahan Ajar. Indonesia, Surabaya: Jurusan Teknik Kelautan FTK ITS.
- Harvald, S. 1992. Tahanan dan Propulsi Kapal. Surabaya: Airlangga University Press.
- Hugh, D. Young dan Roger, A. Freedman. 2002. Fisika Universitas. Jakarta: Erlangga.
- Kinapti, Tyas Titi, 2021. Pembuatan Kapal Melegenda Pinisi di Tanjung Bira Bulukumba (Online). <https://www.merdeka.com/travel/pembuatan-kapal-melegenda-pinisi-di-tanjung-bira-bulukumba.html> (diakses tanggal 15 Juni 2021)
- Long Yua, Yao Lib, Lijuan Xiaa, Jinhong Dinga, Qi Yang. 2015. Research on mechanics of ship-launching *airbags* - Material constitutive relations by numerical and experimental approaches. Applied Ocean Research Journal. Elsevier ISSN: 0141-1187 (Website: www.elsevier.com/locate/apor)
- Mulyati, 2015. Bahan Ajar: Mekanika Bahan. Institut Teknologi Padang
- Noegraha, A. Dirga. 2017. Analisis Penggunaan *Airbags* Dalam Peluncuran Kapal Pada Galangan Rakyat di Bulukumba. Jurnal Multek Vol. 12 No.3, Makassar Oktober 2017 ISSN 1907-6924 (Hal. 641–652).
- Noegraha, A. Dirga, dan Rafiq Muhamad. 2018. Desain model peralatan peluncuran kapal kayu menggunakan *airbags* pada galangan kapal rakyat di Bulukumba. Jurnal Multek Vol. 13 Edisi 2 Juni 2018, Makassar. ISSN 1907-6924 (Hal. 277–291)
- Transmedia, 2019. Tradisi Menurunkan Kapal Phinisi di Bulukumba. (Online). <https://www.youtube.com/watch?v=f40ZPpxAecw> (diakses tanggal 18 Juni 2021)
- Ozkok, M., and Cebi, S., A fuzzy based assessment method for comparison of ship launching methods, Journal of Intelligent & Fuzzy Systems, vol. 26, no. 2, p.781-791, 2014.
- Pacific Marine & Industrial, 2021. Ship Launching Airbags (online) (<http://www.pacificmarine.net/marine-deck/marine-air-bag/ship-launching-airbags.htm>, diakses 12 Juli 2021)



- Paul, A. Tipler. 1998. Fisika untuk Sains dan Teknik. Jakarta : Erlangga.
- Pujianto, As'at. 2015. Buku Ajar : Struktur Kayu. Fakultas Teknik Jurusan Teknik Sipil. Universitas Muhammadiyah Yogyakarta
- Qingdao Evergreen Shipping Supplies Co.,Ltd. 2018. Evergreen *Airbags* for Ship Launching and Landing. Products and Solutions: Evergreen Marine *Airbags*, (Online), (<http://www.evergreen-maritime.com/products/detail-en3.html>, diakses 12 Mei 2018)
- Qingdao Evergreen Shipping Supplies Co.,Ltd. 2018. Marine Air Bags? A Most Unusual Way To Launch A Ship (Online), (<http://gcaptain.com/air-bags-a-cost-effective-ship-launching-technique-interview/> , diakses 12 Mei 2018)
- Qingdao Eversafe Marine Engineering Co., Ltd. 2018. Ship Launching Airbags Type Structure (Online). (<http://eversafemarine.net/product-detail/ship-launching-airbags-type-structure/>, diakses 12 Juli 2021)
- Rashkovskiy, S.A. 2013. Rolling resistance of marine *airbags* at the longitudinal inclined slipway during ship launching. International Shipbuilding Progress 61 (2014) 41–59. DOI 10.3233/ISP-130105. ISSN: 0020-868X. IOS Press.
- Rachmawati Dwi Desy, Dewi Fazri Rochmawati, Djakfar Ludfi, Wisnumurti. 2015. Analisa Tegangan Dan Regangan Pada Pondasi Perkerasan Porus Dengan Skala Semi Lapangan Dan Software ANSYS. Jurnal Mahasiswa Teknik Sipil Fakultas Teknik Universitas Brawijaya. Vol. 1, No. 2 (2015). Hal. 590-602.
- Rudan S., J. Urem and Zaninovic, A., Comparison of Ship Launching Evaluation methods, XX Symposium SORTA, 2012.
- Ren Huilong, Li Chenfeng, Feng Guoqing, Liu Xiaobo. 2009. Safety assessment of ship launching based on *airbags* with the Nonlinear rigidity of *airbags* being considered. Proceedings of the ASME 2009 28th International Conference on Ocean, Offshore and Arctic Engineering OMAE 2009. May 31 - June 5, 2009, Honolulu, Hawaii, USA.
- Shipbuilding Industry Standard, PRC. 1998. CB/T 3837-1998. Technological Requirements for Ship Upgrading or Launching Relying on Air-Bags.(Online), ([http:// www.evergreen-maritime.com/ products/ detail-en3.html](http://www.evergreen-maritime.com/products/detail-en3.html), diakses 12 Desember 2018)



- Volenyuk, L.S. and Rashkovskyi, A.S. 2017. Ship stability analysis during launching from longitudinal sloping slipway by pneumatic *airbags*. International Shipbuilding Progress 64 (2017) 41–50. DOI 10.3233/ISP-170136. ISSN: 0020-868X. IOS Press
- Wisnawa Tri Sukrisna, Wuruk Pribadi Triwilaswandio dan Baihaqi Imam. 2017. Analisis Risiko Terjadinya Kerusakan Kapal Pada Proses Penurunan dengan Metode Airbag. Jurnal Teknik Institut Teknologi Sepuluh Nopember (ITS) Vol. 6, No. 1, 2017.
- Widodo, Slamet. 2006. Modul Kuliah: Mekanika Teknik III. Jurusan Pendidikan Teknik Sipil dan Perencanaan. Fakultas Teknik Universitas Negeri Yogyakarta.
- Zulis Irawanto, dkk. 2019. Majalah Ilmiah Pengkajian Industri. Kajian Eksperimental Peluncuran Kapal Menggunakan Airbag. Badan Pengkajian dan Penerapan Teknologi Jakarta. MIPI Volume 13 No. 1 Hal. 55-64.
- Amar, Syahrul. 2013. Asal Usul Keahlian Pembuatan Perahu Pinisi di Tanah Lemo Bulukumba (Tinjauan dalam Berbagai Versi). Jurnal EducatiO, Vol. 8 No. 2, halaman 151-167.
- Lantara, Dirgahayu. 2014. Proses Produksi Pembuatan Kapal Layar Pinisi untuk Meminimalkan Waktu Produksi dengan Model PERT (Programming Evaluation dan Review Technique) Jurnal Energi dan Manufaktur, Vol.7, No.1, 1-118. Halaman 95-101.
- Badan Pusat Statistik (BPS). 2022. Kabupaten Bulukumba Dalam Angka 2022. Badan Pusat Statistik Kabupaten Bulukumba.
- Toriq, M. 2007. Dewa Ruci: Mengarungi Samudera. Buku, Jakarta; CV. Ghina Walafafa.
- Lisbijanto, Herry. 2013. Kapal Pinisi. Yogyakarta; Graha Ilmu.
- Akhmad, Amir, Asdi, Muhammad Yunus Ali, and Anwar. 2022. The Process of Making a Pinisi Boat in Bantobahari District, Bulukumba Regency, Indonesia. European Journal of Engineering and Technology Research, Volume 7 (5), Halaman 70-75.
- Saenong MA. 2013. Pinisi Paduan Teknologi dan Budaya. Ombak. Jogjakarta; 2013.



- Ridwan, Muhammad dan Sutiyono. 2019. Bentuk Kapal Pinisi Sebagai Ide Penciptaan Karya Seni Lukis Dengan Media Tanah Liat. Imaji: Jurnal Seni dan Pendidikan Seni. Volume 17, No. 2, halaman 118-128.
- Kwari, Andy. 2005. AutoCAD 2004 2 Dimensi. Jakarta: PT. Elex Media Komputindo
- Hendrawan, Andre Budi. 2019. Desain Gambar Alat Pelepas Ban Sepeda Motor dengan Software AutoCAD. Sintek Jurnal, Vol. 13 No. 1, Juni 2019 P-Issn: 2088-9038, E-Issn: 2549-9645.
- Anggriani, Fivit. 2016. Penerapan Media Auto CAD pada Mata Pelajaran Gambar Konstruksi Bangunan Terhadap Hasil Belajar Siswa Kelas XI TGB SMK Negeri 1 Sidoarjo. Jurnal Kajian Pendidikan Teknik Bangunan Vol 1 Nomer 1/JKPTB/16 (2016) Halaman 90 - 99.
- Martawijaya A, Kartasudjana I, Mandang Y I, Prawira S A and Kadir K. 2005. Atlas Kayu Indonesia Jilid II. Badan Penelitian dan Pengembangan Kehutanan Departemen Kehutanan, Jakarta.
- Abdurachman F H, Susanty, and Ngatiman 2022. Analysis of growth and vitality class of Ulin (Eusideroxylon zwageri T. et B.) on Sempaja Arboretum East Kalimantan IOP Conference Series: Earth and Environmental Science 959 (1) p 012071
- Balandin V.V., Balandin VI.VI., Lomunov A.K., Parkhachev V.V. 2020. Measuring The Dynamic Poisson's Ratio of Wood with The Use of a Radio Interferometer. Problems of Strength and Plasticity. 2018. Vol. 82. No 4. Halaman 413 – 427. DOI: 10.32326/1814-9146-2020-82-4-413-427.
- Idris Marlaily, Alfian Kamaldi, dan Andre Nova. 2019. Kekuatan Tekan Sejajar dan Geser Kayu Ulin (Eusideroxylon Zwageri) di Kota Pekanbaru Berdasarkan SNI 7973:2013. Jurnal Teknik, Volume 13, Nomor 1 April 2019, pp 95 – 103.
- Savitri, R.L.W .2011. Pengujian Sifat Fisis dan Mekanis Kayu Jabon (Anthocephalus Cadamba (Roxb.) Miq.). Skripsi. Hasil Hutan, Institut Pertanian Bogor. Tidak Dipublikasikan.
- Wijayatrie, I Nyoman Sandhi, 2008. Hubungan Antara Kecepatan Gelombang Ultrasonik Dengan Sifat Fisis dan Mekanis Enam Belas Jenis Kayu. Skripsi. Bogor: Departemen Hasil Rutan Fakultas Kehutanan. Institut Pertanian Bogor.



- Lekatompessy Debby, I. Made Ariana, Achmad Zubaydi, Erwandi. 2017. The Vibration Characteristics of Gofasa Wood (vitex cofassus). International Review of Mechanical Engineering (I.R.E.M.E.), Vol. 11, N. 9. Halaman 664-650.
- Hayati Nur, Achmad Rizal HB, dan Abdul Kadir W. 2019. Analisis Tataniaga Kayu Bitti (Vitex Cofassus) Di Kabupaten Bulukumba Sulawesi Selatan. Buletin Eboni, Volume 1 (1), Halaman 21-31.
- Widiyanto, A. & M. Siarudin. 2016. Mengenal kayu bitti (Vitex cofassus) sebagai bahan pembuat kapal Phinisi. Diunggah dari https://www.researchgate.net/publication/300143634_MENGENAL_KAYU_BITTI_Vitex_cofassus_SEBAGAI_BAHAN_PEMBUAT_KAPAL_PHINISI
- Martawijaya A, Kartasudjana I, Mandang Y I, Prawira S A and Kadir K. 2005. Atlas Kayu Indonesia Jilid I. Badan Penelitian dan Pengembangan Kehutanan Departemen Kehutanan, Jakarta.
- Racero C. S. Echenique, B. I. Banda Nieto and J. R. Hernández Ávila. 2015. Physical and Mechanical Properties of the Wood Used in Indigenous Housing of the Tuchín Township, Department of Cordoba, Colombia. INGE CUC, vol. 11, no. 1, pp. 99-108.
- Ansys Corp. 2021. Ansys Explicit Dynamics Takes Over When Implicit Isn't Enough. Brochure. 2021.
- Hongzhou Hu dan Zhihua Zhong, 2019. Explicit-Implicit Co-Simulation Techniques for Dynamic Responses of a Passenger Car on Arbitrary Road Surfaces. Engineering, 5 (6), 1171-1178.
- Cocchetti, G., Pagani M., Perego, U., 2015. Selective mass scaling for distorted solid-shell elements in explicit dynamics: optimal scaling factor and stable time step estimate. International Journal For Numerical Methods In Engineering, 101(9), 1-29.
- Gattmah Jabbar, Suha K. Shihab, Muzher Taha Mohamed and Ali Laftah Abbas. 2020. Effects of Increasing Mass Scaling in 3D Explicit Finite Element Analysis on the Wire Drawing Process. 2nd International Scientific Conference of Engineering Sciences (ISCES 2020). IOP Conference Series: Materials Science and Engineering. Diyala, 16-17 Desember, 012072.
- Ye Wenfeng, Bel-Brunon A., Catheline S., Rochette M., Combescure Alain. 2017. A Selective Mass Scaling Method for Shear Wave Propagation Analyses



in Nearly Incompressible Materials. *International Journal for Numerical Methods in Engineering*, 109 (2), 155-173.

- McKenzie W. dan Karpovich H., 1968. The Frictional Behaviour of Wood. *Wood Science and Technology* 2(2), 139-152.
- Adi Bambang Setiono dan Indra Kusna Djaja. 2008. *Nautika Kapal Penangkap Ikan*. Indonesia, Jakarta: Direktorat Pembinaan Sekolah Menengah Kejuruan.
- Nair A, Sivaprasad K, Nandakumar C. 2017. Crack Assessment Criteria for Ship Hull Structure Based On Ship Operational Life. *Cogent Engineering*, Volume 4, 2017 - Issue 1.
- Gonzaga J, Ubando A T, Arriola E, Moran R L, Lim N R E, Mercado J P, Conversion A dan Belarmino D. 2021. Drop test analysis of ball grid array package using finite element method. *IOP Conference Series: Materials Science and Engineering*, (2021), 012023, 1109(1).
- Kabas Onder dan Vladut Valentin. 2015. Determination of Drop Test Behavior of a Sample Peach Using Finite Element Method. *International Journal of Food Properties*, 2584-2592, 18 (11).
- Frick Heinz. 1978. *Mekanika Teknik I Statika dan Kegunaannya*. Indonesia, Semarang: PENERBIT KANISIUS.
- Siagian, A. R. H., & Mulyatno, I. P. (2015). Analisa Shear Stress Pada Struktur Cincin Kapal Crude Oil Tanker 6500 DWT Berbasis Metode Elemen Hingga. *Jurnal Teknik Perkapalan*, 3(2), 343–354. <https://doi.org/10.2/JQUERY.MIN.JS>
- Koblar David, Skofic Jan, dan Boltezar Miha. 2014. Evaluation of the Young's Modulus of Rubber-Like Materials Bonded to Rigid Surfaces with Respect to Poisson's Ratio. *Journal of Mechanical Engineering* 60(2014)7-8, 506-511.
- Mott P. H. dan Roland C. M. 2009. Limits to Poisson's ratio in isotropic materials. *Physical Review B - Condensed Matter and Materials Physics*, (2009), 132104, 80(13).
- Iskhakov I, Frolov I, dan Ribakov Y. 2021. Experimental Investigation of Concrete Transverse Deformations at Relatively High Loading Rates for Interpretation of High Strength Concrete Behavior. *Applied Sciences* 2021, Vol. 11, Page 8460, (2021), 8460, 11(18).

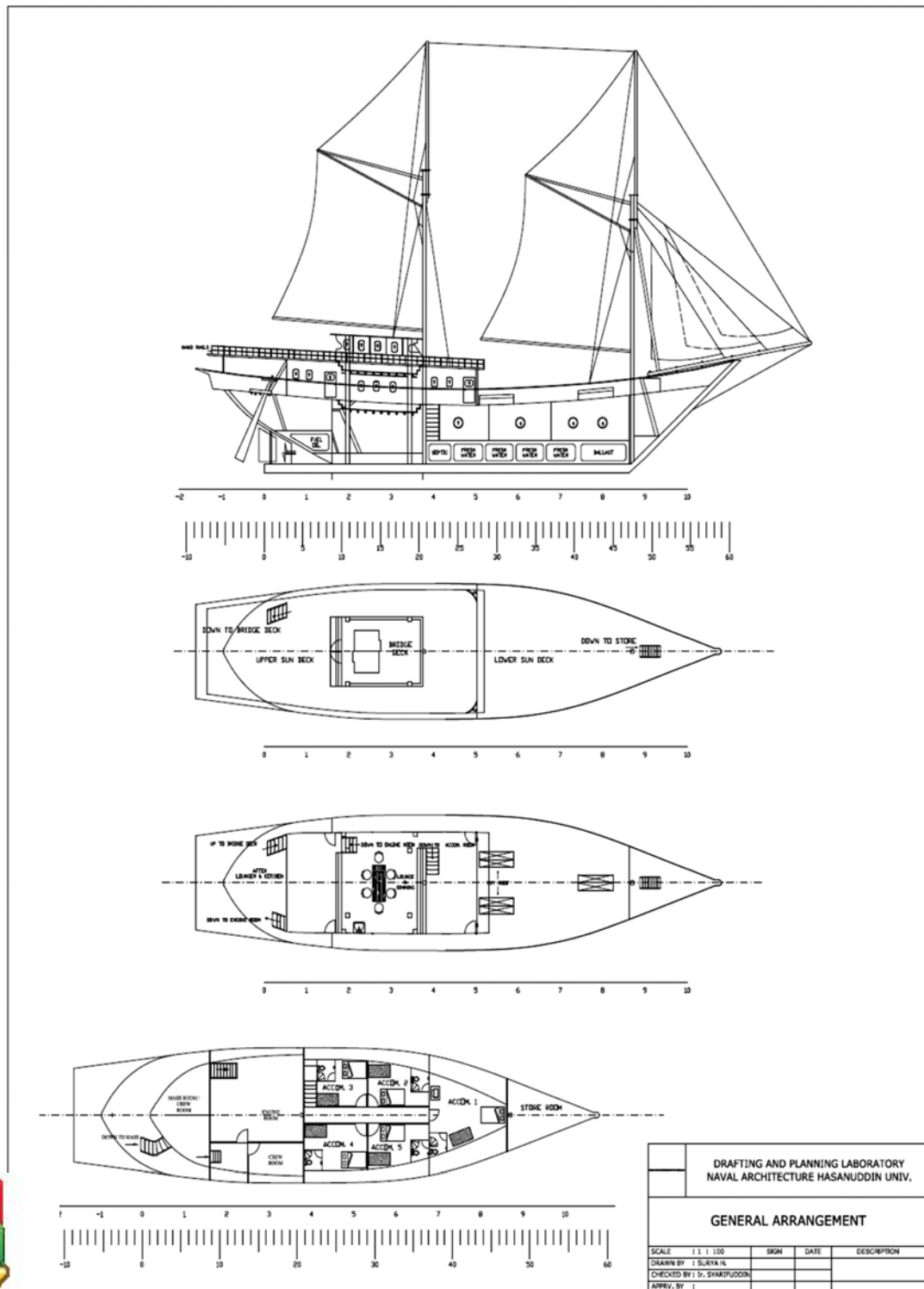


- Deta Utama Alan, Nadi Suprpto, Husni Mubarak, Alif Syaiful Adam, Abdul Kholiq. 2018. The Comparison of Static Friction Coefficient on Wood Between the Combination of Wood-Metal Load System and Wood-Sand Load System. Proceedings of the International Conference on Science and Technology (ICST 2018). Atlantis Highlights in Engineering (AHE), Volume 1. 887-890.
- Eversafe Marine Engineering CO. 2023. Airbag Rolling Friction Coefficient, (Online), Articles, (<http://eversafemarine.net/airbag-rolling-friction-coefficient/>, diakses 20 Januari 2023)
- Rahman, M. M., Kamol, R. S., & Islam, R. (2017). Structural analysis of a ship on global aspect using ANSYS. *AIP Conference Proceedings*, 1919. <https://doi.org/10.1063/1.5018526>
- Romadhoni, Santoso, B., & Nasution, P. (2021). Analysis Strength Structure Fising Vessel of Composit Sandwich Plate System Using Finite Element Method. *IOP Conference Series: Earth and Environmental Science*, 695(1). <https://doi.org/10.1088/1755-1315/695/1/012021>
- Prasanna, L. Y., & Rao, A. N. (2015). Ship Hull Structure Analysis in ANSYS. *International Journal of Scientific Engineering and Technology Research (IJSETR)*, 04(33), 6698–6701. www.ijsetr.com

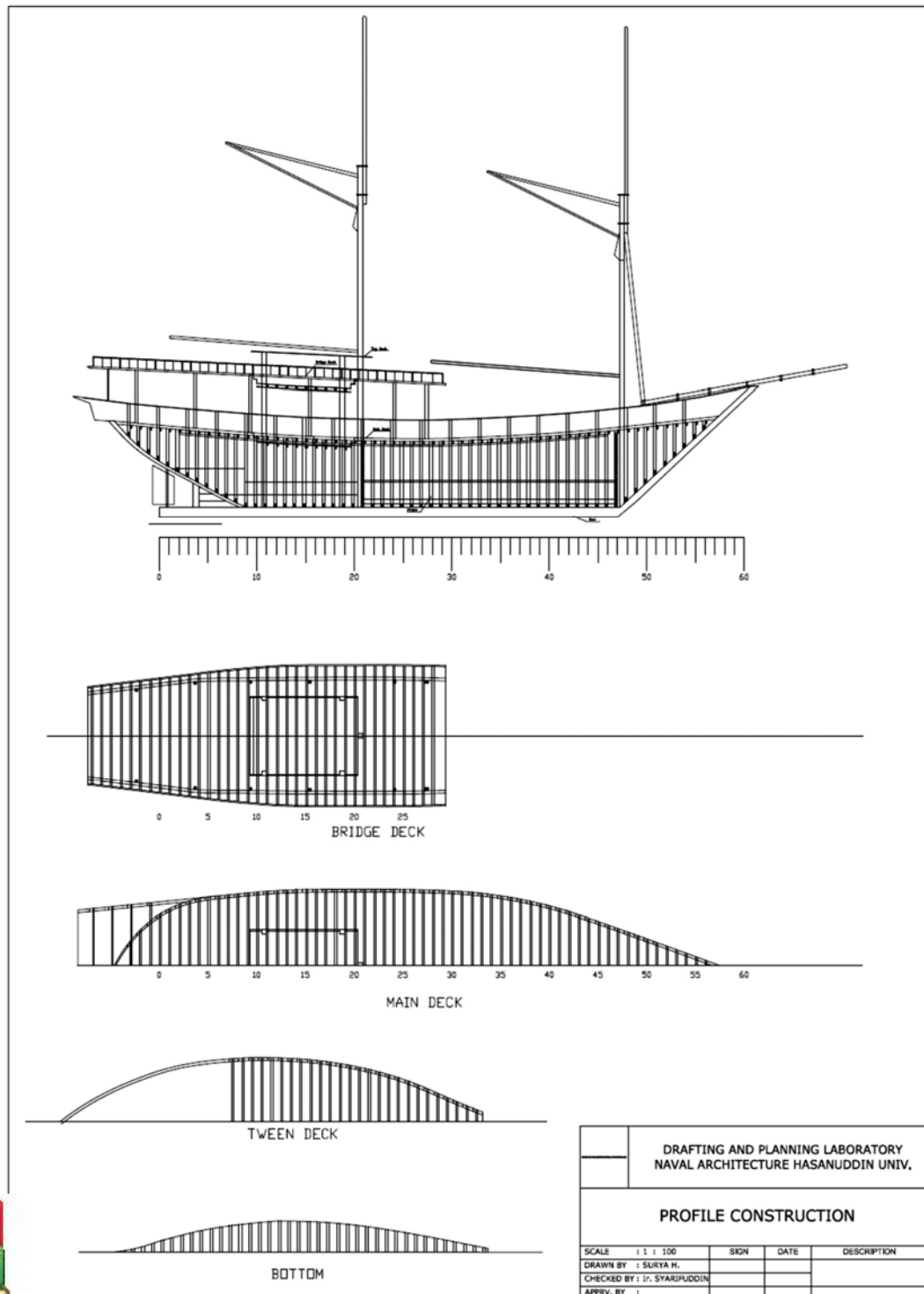
LAMPIRAN



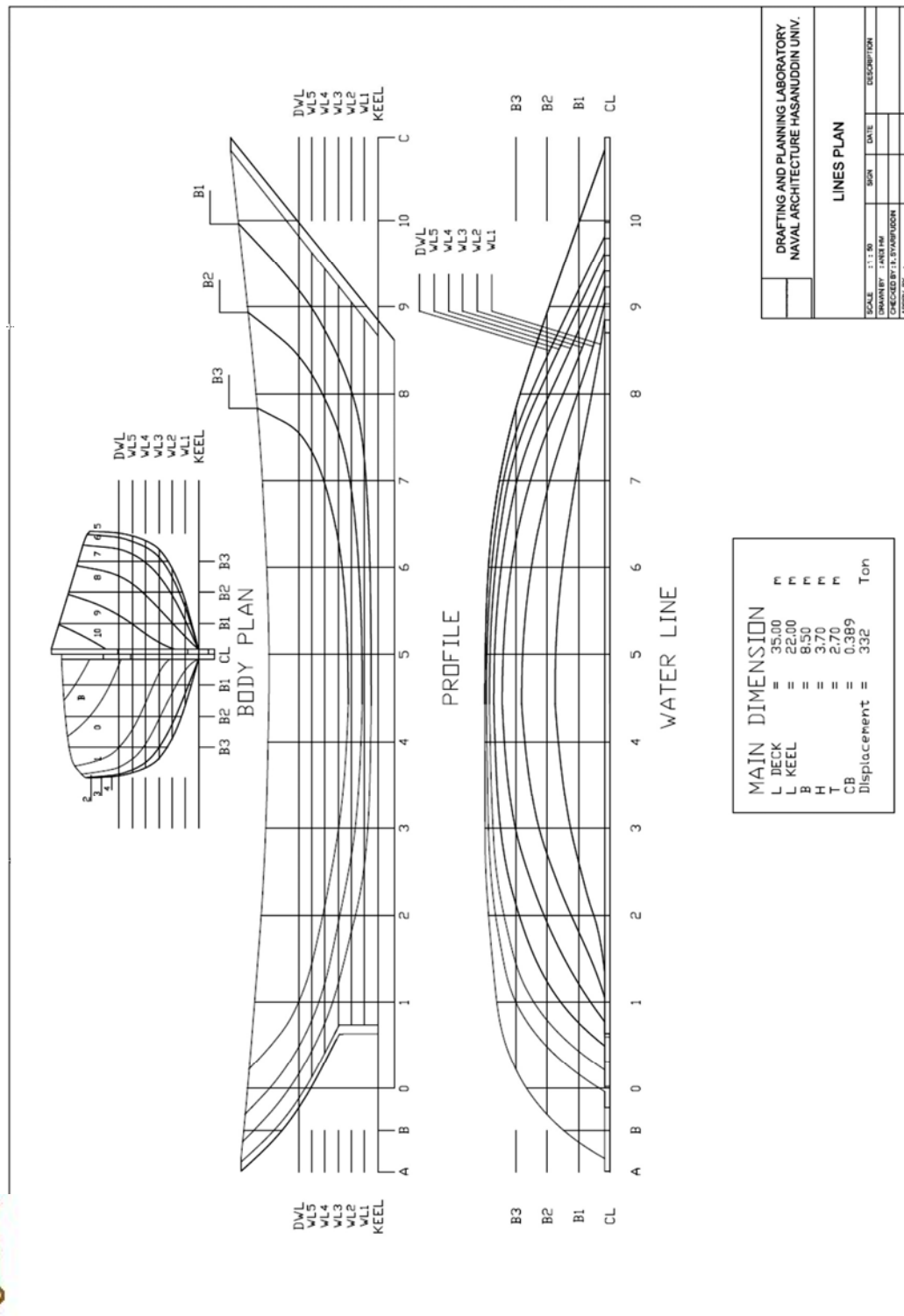
Lampiran 1. Gambar Rencana Umum (General Arrangement) kapal Pinisi



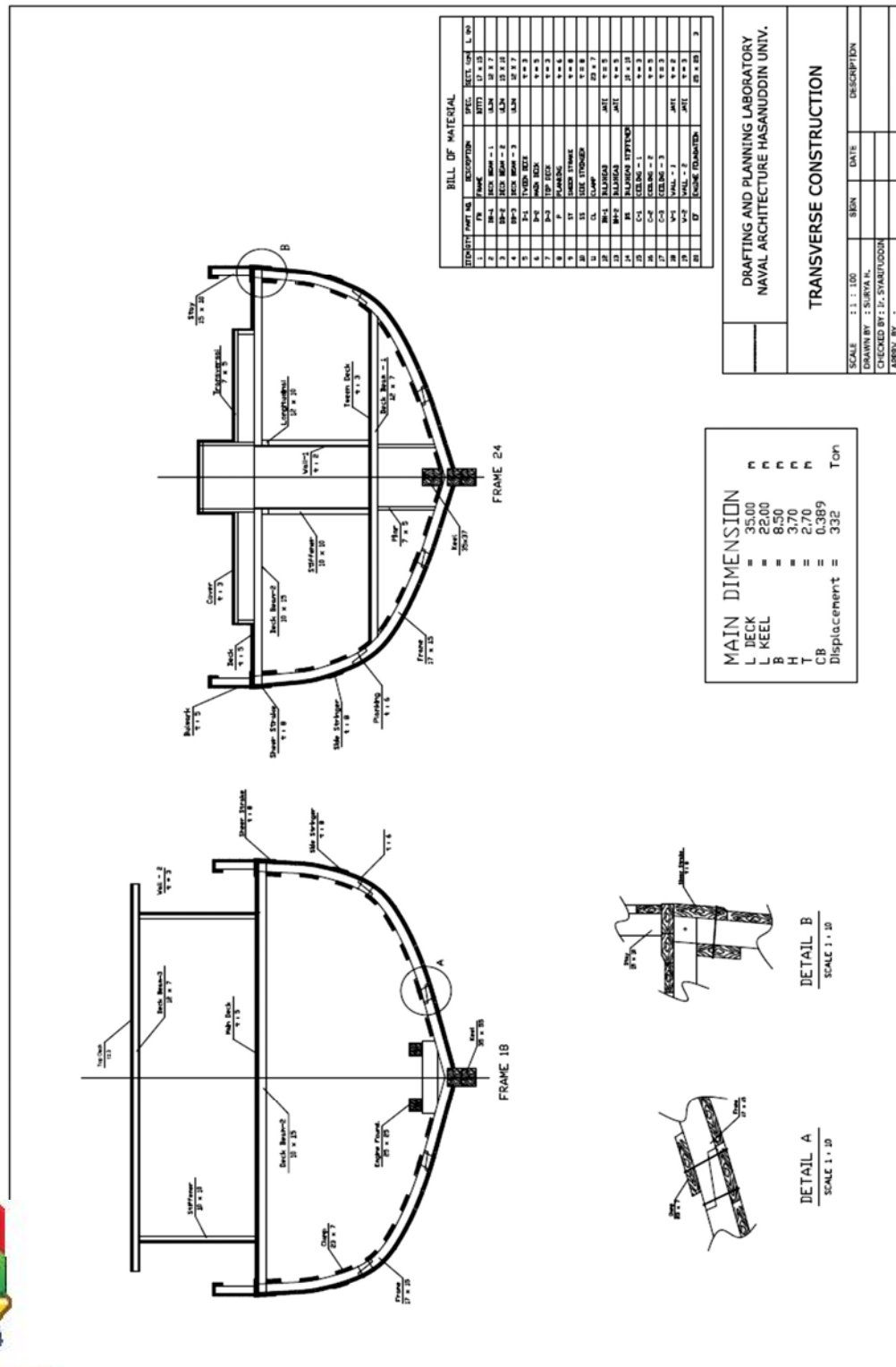
Lampiran 2. Gambar Konstruksi Longitudinal (Profile) kapal Pinisi



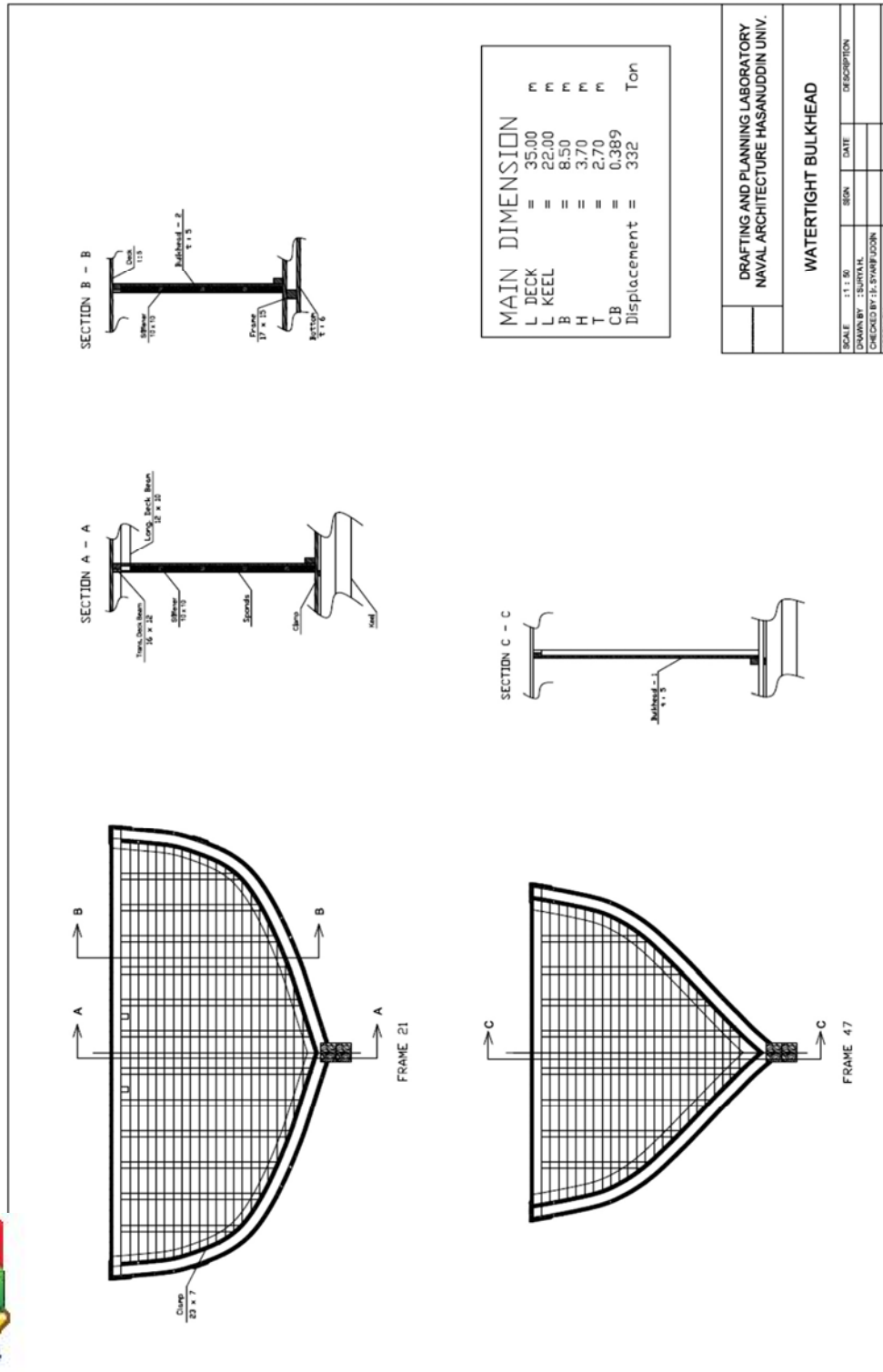
Lampiran 3. Gambar Rencana Garis (Lines Plan) kapal Pinisi



Lampiran 4. Gambar Konstruksi Melintang (Transverse) Frame 18 kapal Pinisi



Lampiran 6. Gambar Konstruksi Sekat (Bulkhead) kapal Pinisi



Lampiran 7. Dokumentasi kapal Pinisi (objek penelitian)



Gambar 104 Kapal Pinisi proses peluncuran Tradisional



Gambar 105 Lunas dan Lambung kapal Pinisi





Gambar 106 Geladak dan bangunan atas kapal Pinisi



Gambar 107 Struktur midship kapal Pinisi





Gambar 108 Struktur kamar mesin kapal Pinisi



Gambar 109 Struktur akomadasi kapal Pinisi



Lampiran 8. Tabel Perhitungan Berat (W) dan Titik Berat Kapal (LCG)

NO	STRUCTURE COMPONENT	PART NO.	SPEC.	QTT	SCANTLING (mm)	WEIGHT W (ton)	CENTRE OF GRAVITY		STATIC MOMENT	
							LCG (m)	VCG (m)	W.LCG (ton.m)	W.VCG (ton.m)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10] = [7] [8]	[11] = [7] [9]
1	Frame	FR -3	Bitti	2	1.545,10 x 170 x 150	0,0583	-1,650	4,509	(0,0962)	0,2629
		FR -2		2	2.222,50 x 170 x 150	0,0839	-1,100	4,304	(0,0923)	0,3610
		FR -1		2	2.829,50 x 170 x 150	0,1068	-0,550	4,042	(0,0587)	0,4316
		FR 0		2	3.237,30 x 170 x 150	0,1222	0,0	3,889	0,0000	0,4751
		FR 1		2	3.691,20 x 170 x 150	0,1393	0,550	3,660	0,0766	0,5098
		FR 2		2	4.102,90 x 170 x 150	0,1548	1,100	3,400	0,1703	0,5265
		FR 3		2	4.410,70 x 170 x 150	0,1665	1,650	3,153	0,2747	0,5248
		FR 4		2	4.785,10 x 170 x 150	0,1806	2,200	2,956	0,3973	0,5338
		FR 5		2	4.815,90 x 170 x 150	0,1818	2,750	2,851	0,4998	0,5182
		FR 6		2	5.310,50 x 170 x 150	0,2004	3,300	2,637	0,6614	0,5285
		FR 7		2	5.521,80 x 170 x 150	0,2084	3,850	2,502	0,8023	0,5214
		FR 8		2	5.747,80 x 170 x 150	0,2169	4,400	2,371	0,9545	0,5143
		FR 9		2	6.029,40 x 170 x 150	0,2275	4,950	2,234	1,1264	0,5083
		FR 10		2	5.997,10 x 170 x 150	0,2263	5,500	2,172	1,2448	0,4916
		FR 11		2	5.995,50 x 170 x 150	0,2263	6,050	2,106	1,3689	0,4765
		FR 12		2	6.002,70 x 170 x 150	0,2265	6,600	2,042	1,4952	0,4626
		FR 13		2	6.029,50 x 170 x 150	0,2276	7,150	1,976	1,6270	0,4496
		FR 14		2	6.061,00 x 170 x 150	0,2287	7,700	1,910	1,7613	0,4369
		FR 15		2	6.092,50 x 170 x 150	0,2299	8,250	1,841	1,8969	0,4233
		FR 16		2	6.109,30 x 170 x 150	0,2306	8,800	1,778	2,0290	0,4099
		FR 17		2	6.147,70 x 170 x 150	0,2320	9,350	1,726	2,1693	0,4005
		FR 18		2	6.161,20 x 170 x 150	0,2325	9,900	1,678	2,3020	0,3902
		FR 19		2	6.182,40 x 170 x 150	0,2333	10,450	1,640	2,4382	0,3827
		FR 20		2	6.200,70 x 170 x 150	0,2340	11,000	1,609	2,5742	0,3765
		FR 21		2	6.315,50 x 170 x 150	0,2383	11,550	1,583	2,7529	0,3772
		FR 22		2	6.425,50 x 170 x 150	0,2425	12,100	1,933	2,9342	0,4687
		FR 23		2	6.425,50 x 170 x 150	0,2425	12,650	1,933	3,0676	0,4687
		FR 24		2	6.425,50 x 170 x 150	0,2425	13,200	1,933	3,2010	0,4687
		FR 25		2	6.425,50 x 170 x 150	0,2425	13,750	1,933	3,3344	0,4687
		FR 26		2	6.425,50 x 170 x 150	0,2425	14,300	1,933	3,4677	0,4687
		FR 27		2	6.205,30 x 170 x 150	0,2342	14,850	1,538	3,4777	0,3602
		FR 28		2	6.187,20 x 170 x 150	0,2335	15,400	1,551	3,5960	0,3620
		FR 29		2	6.166,40 x 170 x 150	0,2327	15,950	1,568	3,7119	0,3649
		FR 30		2	6.142,40 x 170 x 150	0,2318	16,500	1,591	3,8249	0,3687
		FR 31		2	6.112,60 x 170 x 150	0,2307	17,050	1,618	3,9333	0,3733
		FR 32		2	6.086,20 x 170 x 150	0,2297	17,600	1,641	4,0426	0,3769
		FR 33		2	6.075,30 x 170 x 150	0,2293	18,150	1,651	4,1615	0,3785
		FR 34		2	6.030,50 x 170 x 150	0,2276	18,700	1,688	4,2560	0,3842
		FR 35		2	5.978,00 x 170 x 150	0,2256	19,250	1,732	4,3430	0,3908
		FR 36		2	5.920,60 x 170 x 150	0,2234	19,800	1,781	4,4242	0,3980
		FR 37		2	5.854,70 x 170 x 150	0,2210	20,350	1,837	4,4965	0,4059
		FR 38		2	5.782,90 x 170 x 150	0,2182	20,900	1,897	4,5614	0,4140
		FR 39		2	5.697,20 x 170 x 150	0,2150	21,450	1,964	4,6120	0,4223
		FR 40		2	5.599,70 x 170 x 150	0,2113	22,000	2,036	4,6493	0,4303
		FR 41		2	5.492,90 x 170 x 150	0,2073	22,550	2,115	4,6747	0,4385
		FR 42		2	5.379,00 x 170 x 150	0,2030	23,100	2,021	4,6894	0,4103
				2	5.262,90 x 170 x 150	0,1986	23,650	2,295	4,6974	0,4558
				2	5.156,60 x 170 x 150	0,1946	24,200	2,388	4,7096	0,4647
				2	5.067,00 x 170 x 150	0,1912	24,750	2,476	4,7329	0,4735
				2	4.997,40 x 170 x 150	0,1886	25,300	2,557	4,7716	0,4823
				2	5.361,20 x 170 x 150	0,2023	25,850	2,398	5,2303	0,4852
				2	4.573,00 x 170 x 150	0,1726	26,400	2,841	4,5562	0,4903
				2	4.084,20 x 170 x 150	0,1541	26,950	3,108	4,1540	0,4790
				2	3.611,00 x 170 x 150	0,1363	27,500	3,378	3,7477	0,4604



NO	STRUCTURE COMPONENT	PART NO.	SPEC.	QTT	SCANTLING (mm)		WEIGHT W (ton)	CENTRE OF GRAVITY		STATIC MOMENT		
								LCG (m)	VCG (m)	W.LCG (ton.m)	W.VCG (ton.m)	
[1]	[2]	[3]	[4]	[5]	[6]		[7]	[8]	[9]	[10] = [7] [8]	[11] = [7] [9]	
2	Deck Beam - 1	FR 51	Bitti	2	3.147,30 x	170 x 150	0,1188	28,050	3,653	3,3318	0,4339	
		FR 52		2	2.690,70 x	170 x 150	0,1015	28,600	3,918	2,9042	0,3979	
		FR 53		2	2.203,10 x	170 x 150	0,0831	29,150	4,219	2,4237	0,3508	
		FR 54		2	1.738,30 x	170 x 150	0,0656	29,700	4,504	1,9484	0,2955	
		FR 55		2	1.270,50 x	170 x 150	0,0479	30,250	4,814	1,4504	0,2308	
		S.n.1						11,4558			160,4931	25,4161
		FR 22	Ulin	2	3.327,20 x	120 x 70	0,0581	12,100	1,904	0,7034	0,1107	
		FR 23		2	3.327,20 x	120 x 70	0,0581	12,650	1,904	0,7354	0,1107	
		FR 24		2	3.327,20 x	120 x 70	0,0581	13,200	1,904	0,7674	0,1107	
		FR 25		2	3.327,20 x	120 x 70	0,0581	13,750	1,904	0,7993	0,1107	
		FR 26		2	3.327,20 x	120 x 70	0,0581	14,300	1,904	0,8313	0,1107	
		FR 27		2	3.435,00 x	120 x 70	0,0600	14,850	1,904	0,8912	0,1143	
		FR 28		2	3.401,60 x	120 x 70	0,0594	15,400	1,904	0,9153	0,1132	
		FR 29		2	3.275,20 x	120 x 70	0,0572	15,950	1,904	0,9127	0,1090	
		FR 30		2	3.218,30 x	120 x 70	0,0562	16,500	1,904	0,9278	0,1071	
		FR 31		2	3.147,70 x	120 x 70	0,0550	17,050	1,904	0,9377	0,1047	
		FR 32		2	3.088,40 x	120 x 70	0,0540	17,600	1,904	0,9497	0,1027	
		FR 33		2	3.064,30 x	120 x 70	0,0535	18,150	1,904	0,9717	0,1019	
		FR 34		2	2.967,90 x	120 x 70	0,0519	18,700	1,904	0,9697	0,0987	
		FR 35		2	2.858,90 x	120 x 70	0,0500	19,250	1,904	0,9616	0,0951	
		FR 36		2	2.736,90 x	120 x 70	0,0478	19,800	1,904	0,9468	0,0910	
		FR 37		2	2.602,20 x	120 x 70	0,0455	20,350	1,904	0,9252	0,0866	
		FR 38		2	2.453,00 x	120 x 70	0,0429	20,900	1,904	0,8957	0,0816	
		FR 39		2	2.288,60 x	120 x 70	0,0400	21,450	1,904	0,8577	0,0761	
		FR 40		2	2.109,00 x	120 x 70	0,0368	22,000	1,904	0,8107	0,0702	
		FR 41		2	1.914,50 x	120 x 70	0,0335	22,550	1,904	0,7543	0,0637	
		FR 42		2	1.703,50 x	120 x 70	0,0298	23,100	1,904	0,6875	0,0567	
		FR 43		2	1.476,00 x	120 x 70	0,0258	23,650	1,904	0,6099	0,0491	
		FR 44		2	1.249,30 x	120 x 70	0,0218	24,200	1,904	0,5282	0,0416	
		FR 45		2	1.031,80 x	120 x 70	0,0180	24,750	1,904	0,4462	0,0343	
		FR 46		2	823,50 x	120 x 70	0,0144	25,300	1,904	0,3640	0,0274	
		S.n.2						1,1441			20,1005	2,1784
3	Deck Beam - 2, 3	FR -3	Ulin	1	1.861,70 x	120 x 70	0,0163	-1,650	7,444	(0,0268)	0,1211	
		FR -3		1	2.702,90 x	100 x 150	0,0422	-1,650	5,140	(0,0696)	0,2167	
		FR -2		1	3.861,50 x	100 x 150	0,0602	-1,100	5,094	(0,0663)	0,3069	
		FR -1		1	4.862,30 x	100 x 150	5,0490	-0,550	4,042	(2,7770)	20,4065	
		FR 0		1	4.812,30 x	120 x 70	0,0420	0,0	7,311	0,0000	0,3074	
		FR 0		1	5.713,30 x	100 x 150	0,0891	0,0	5,007	0,0000	0,4463	
		FR 1		1	6.258,00 x	100 x 150	0,0976	0,550	4,959	0,0537	0,4841	
		FR 2		1	6.750,80 x	100 x 150	0,1053	1,100	4,911	0,1158	0,5172	
		FR 3		1	6.364,70 x	120 x 70	0,0556	1,650	7,172	0,0917	0,3988	
		FR 3		1	7.139,20 x	100 x 150	0,1114	1,650	4,866	0,1838	0,5419	
		FR 4		1	7.415,00 x	100 x 150	0,1157	2,200	4,822	0,2545	0,5578	
		FR 5		1	7.259,80 x	100 x 150	0,1133	2,750	4,777	0,3114	0,5410	
		FR 6		1	6.964,60 x	120 x 70	0,0608	3,300	7,036	0,2008	0,4281	
		FR 6		1	7.735,00 x	100 x 150	0,1207	3,300	4,732	0,3982	0,5710	
		FR 7		1	7.826,10 x	100 x 150	0,1221	3,850	4,687	0,4700	0,5722	
		FR 8		1	7.953,30 x	100 x 150	0,1241	4,400	4,644	0,5459	0,5762	
				1	7.265,20 x	120 x 70	0,0635	4,950	6,860	0,3142	0,4354	
				1	8.058,00 x	100 x 150	0,1257	4,950	4,601	0,6222	0,5784	
				1	8.149,70 x	100 x 150	0,1271	5,500	4,561	0,6992	0,5799	
				1	4.858,70 x	120 x 70	0,0424	6,050	8,329	0,2568	0,3535	
				1	7.466,60 x	120 x 70	0,0652	6,050	6,825	0,3946	0,4452	
				1	4.469,90 x	120 x 70	0,0390	6,050	6,062	0,2362	0,2367	
				1	8.232,40 x	100 x 150	0,1284	6,050	4,521	0,7770	0,5806	
				1	6.139,20 x	100 x 150	0,0958	6,050	3,729	0,5794	0,3571	



NO	STRUCTURE COMPONENT	PART NO.	SPEC.	QTT	SCANTLING (mm)			WEIGHT W (ton)	CENTRE OF GRAVITY		STATIC MOMENT	
									LCG (m)	VCG (m)	W.LCG (ton.m)	W.VCG (ton.m)
[1]	[2]	[3]	[4]	[5]	[6]			[7]	[8]	[9]	[10] = [7] [8]	[11] = [7] [9]
		FR 12		1	4.858,70 x	120 x	70	0,0424	6,600	8,329	0,2801	0,3535
		FR 12		1	7.466,60 x	120 x	70	0,0652	6,600	6,825	0,4305	0,4452
		FR 12		1	4.469,90 x	120 x	70	0,0390	6,600	6,062	0,2577	0,2367
		FR 12		1	8.232,40 x	100 x	150	0,1284	6,600	4,521	0,8476	0,5806
		FR 12		1	6.139,20 x	100 x	150	0,0958	6,600	3,729	0,6321	0,3571
		FR 13		1	4.858,70 x	120 x	70	0,0424	7,150	8,329	0,3035	0,3535
		FR 13		1	7.466,60 x	120 x	70	0,0652	7,150	6,825	0,4664	0,4452
		FR 13		1	4.469,90 x	120 x	70	0,0390	7,150	6,062	0,2792	0,2367
		FR 13		1	8.232,40 x	100 x	150	0,1284	7,150	4,521	0,9182	0,5806
		FR 13		1	6.139,20 x	100 x	150	0,0958	7,150	3,729	0,6848	0,3571
		FR 14		1	4.858,70 x	120 x	70	0,0424	7,700	8,329	0,3268	0,3535
		FR 14		1	7.466,60 x	120 x	70	0,0652	7,700	6,825	0,5023	0,4452
		FR 14		1	4.469,90 x	120 x	70	0,0390	7,700	6,062	0,3007	0,2367
		FR 14		1	8.232,40 x	100 x	150	0,1284	7,700	4,521	0,9889	0,5806
		FR 14		1	6.139,20 x	100 x	150	0,0958	7,700	3,729	0,7374	0,3571
		FR 15		1	4.858,70 x	120 x	70	0,0424	8,250	8,329	0,3502	0,3535
		FR 15		1	7.466,60 x	120 x	70	0,0652	8,250	6,825	0,5381	0,4452
		FR 15		1	4.469,90 x	120 x	70	0,0390	8,250	6,062	0,3222	0,2367
		FR 15		1	8.232,40 x	100 x	150	0,1284	8,250	4,521	1,0595	0,5806
		FR 15		1	6.139,20 x	100 x	150	0,0958	8,250	3,729	0,7901	0,3571
		FR 16		1	4.858,70 x	120 x	70	0,0424	8,800	8,329	0,3735	0,3535
		FR 16		1	7.466,60 x	120 x	70	0,0652	8,800	6,825	0,5740	0,4452
		FR 16		1	4.469,90 x	120 x	70	0,0390	8,800	6,062	0,3436	0,2367
		FR 16		1	8.232,40 x	100 x	150	0,1284	8,800	4,521	1,1301	0,5806
		FR 16		1	6.139,20 x	100 x	150	0,0958	8,800	3,729	0,8428	0,3571
		FR 17		1	4.858,70 x	120 x	70	0,0424	9,350	8,329	0,3969	0,3535
		FR 17		1	7.466,60 x	120 x	70	0,0652	9,350	6,825	0,6099	0,4452
		FR 17		1	4.469,90 x	120 x	70	0,0390	9,350	6,062	0,3651	0,2367
		FR 17		1	8.232,40 x	100 x	150	0,1284	9,350	4,521	1,2008	0,5806
		FR 17		1	6.139,20 x	100 x	150	0,0958	9,350	3,729	0,8955	0,3571
		FR 18		1	4.858,70 x	120 x	70	0,0424	9,900	8,329	0,4202	0,3535
		FR 18		1	7.466,60 x	120 x	70	0,0652	9,900	6,825	0,6458	0,4452
		FR 18		1	4.469,90 x	120 x	70	0,0390	9,900	6,062	0,3866	0,2367
		FR 18		1	8.232,40 x	100 x	150	0,1284	9,900	4,521	1,2714	0,5806
		FR 18		1	6.139,20 x	100 x	150	0,0958	9,900	3,729	0,9481	0,3571
		FR 19		1	4.858,70 x	120 x	70	0,0424	10,450	8,329	0,4436	0,3535
		FR 19		1	7.466,60 x	120 x	70	0,0652	10,450	6,825	0,6816	0,4452
		FR 19		1	4.469,90 x	120 x	70	0,0390	10,450	6,062	0,4081	0,2367
		FR 19		1	8.232,40 x	100 x	150	0,1284	10,450	4,521	1,3420	0,5806
		FR 19		1	6.139,20 x	100 x	150	0,0958	10,450	3,729	1,0008	0,3571
		FR 20		1	8.484,20 x	100 x	150	0,1324	11,000	4,307	1,4559	0,5700
		FR 21		1	7.685,50 x	120 x	70	0,0671	11,550	6,663	0,7755	0,4474
		FR 21		1	8.499,20 x	100 x	150	0,1326	11,550	4,358	1,5314	0,5778
		FR 22		1	7.716,80 x	120 x	70	0,0674	12,100	6,587	0,8157	0,4441
		FR 22		1	8.481,10 x	100 x	150	0,1323	12,100	4,283	1,6009	0,5667
		FR 23		1	7.716,80 x	120 x	70	0,0674	12,650	6,587	0,8528	0,4441
		FR 23		1	8.481,10 x	100 x	150	0,1323	12,650	4,283	1,6737	0,5667
		FR 24		1	7.716,80 x	120 x	70	0,0674	13,200	6,587	0,8899	0,4441
		FR 24		1	8.481,10 x	100 x	150	0,1323	13,200	4,283	1,7464	0,5667
				1	7.716,80 x	120 x	70	0,0674	13,750	6,587	0,9269	0,4441
				1	8.481,10 x	100 x	150	0,1323	13,750	4,283	1,8192	0,5667
				1	7.716,80 x	120 x	70	0,0674	14,300	6,587	0,9640	0,4441
				1	8.481,10 x	100 x	150	0,1323	14,300	4,283	1,8920	0,5667
				1	8.430,60 x	120 x	70	0,0736	14,850	6,558	1,0937	0,4830
				1	7.666,20 x	100 x	150	0,1196	14,850	4,354	1,7760	0,5207
				1	8.415,40 x	100 x	150	0,1313	15,400	4,262	2,0217	0,5595
				1	8.384,90 x	100 x	150	0,1308	15,950	4,275	2,0863	0,5592



NO	STRUCTURE COMPONENT	PART NO.	SPEC.	QTT	SCANTLING (mm)			WEIGHT W (ton)	CENTRE OF GRAVITY		STATIC MOMENT	
									LCG (m)	VCG (m)	W.LCG (ton.m)	W.VCG (ton.m)
[1]	[2]	[3]	[4]	[5]	[6]			[7]	[8]	[9]	[10] = [7] [8]	[11] = [7] [9]
4	Clamp	FR 30	Ulin	1	8.354,90 x	100 x	150	0,1303	16,500	4,293	2,1506	0,5595
		FR 31		1	8.296,60 x	100 x	150	0,1294	17,050	4,315	2,2067	0,5585
		FR 32		1	8.245,20 x	100 x	150	0,1286	17,600	4,322	2,2638	0,5559
		FR 33		1	8.222,80 x	100 x	150	0,1283	18,150	4,339	2,3282	0,5566
		FR 34		1	8.127,50 x	100 x	150	0,1268	18,700	4,363	2,3710	0,5532
		FR 35		1	8.011,00 x	100 x	150	0,1250	19,250	4,388	2,4057	0,5484
		FR 36		1	7.863,60 x	100 x	150	0,1227	19,800	4,415	2,4289	0,5416
		FR 37		1	7.725,20 x	100 x	150	0,1205	20,350	4,442	2,4524	0,5353
		FR 38		1	7.538,20 x	100 x	150	0,1176	20,900	4,473	2,4578	0,5260
		FR 39		1	7.412,50 x	100 x	150	0,1156	21,450	4,505	2,4804	0,5209
		FR 40		1	7.115,20 x	100 x	150	0,1110	22,000	4,539	2,4419	0,5038
		FR 41		1	6.863,20 x	100 x	150	0,1071	22,550	4,577	2,4143	0,4900
		FR 42		1	6.580,60 x	100 x	150	0,1027	23,100	4,617	2,3714	0,4740
		FR 43		1	6.299,10 x	100 x	150	0,0983	23,650	4,658	2,3240	0,4577
		FR 44		1	5.965,50 x	100 x	150	0,0931	24,200	4,707	2,2521	0,4380
		FR 45		1	5.617,20 x	100 x	150	0,0876	24,750	4,758	2,1688	0,4169
		FR 46		1	5.258,50 x	100 x	150	0,0820	25,300	4,812	2,0754	0,3947
		FR 47		1	6.251,30 x	100 x	150	0,0975	25,850	4,823	2,5209	0,4703
		FR 48		1	4.513,90 x	100 x	150	0,0704	26,400	4,922	1,8590	0,3466
		FR 49		1	4.151,10 x	100 x	150	0,0648	26,950	4,978	1,7452	0,3224
		FR 50		1	3.775,50 x	100 x	150	0,0589	27,500	5,035	1,6197	0,2966
		FR 51		1	3.387,80 x	100 x	150	0,0528	28,050	5,092	1,4824	0,2691
		FR 52		1	3.018,50 x	100 x	150	0,0471	28,600	5,150	1,3467	0,2425
		FR 53		1	2.608,10 x	100 x	150	0,0407	29,150	5,212	1,1860	0,2121
		FR 54		1	2.254,80 x	100 x	150	0,0352	29,700	5,266	1,0447	0,1852
		FR 55		1	1.871,20 x	100 x	150	0,0292	30,250	5,324	0,8830	0,1554
							S.n.3			14,1891		
5	Traverse	CL-1	Ulin	1	9.915,30 x	230 x	70	0,1660	13,755	0,715	2,2836	0,1187
		CL-2		1	14.909,00 x	230 x	70	0,2496	12,400	0,900	3,0955	0,2247
		CL-3		1	20.512,20 x	230 x	70	0,3435	14,099	1,133	4,8424	0,3891
		CL-4		1	23.296,80 x	230 x	70	0,3901	14,361	1,362	5,6020	0,5313
		CL-5		1	25.535,50 x	230 x	70	0,4276	14,348	1,679	6,1347	0,7179
		CL-6		1	27.755,20 x	230 x	70	0,4647	14,348	2,042	6,6680	0,9490
		CL-7		1	29.971,60 x	230 x	70	0,5018	14,357	2,511	7,2050	1,2601
		CL-8		1	31.638,30 x	230 x	70	0,5298	14,086	3,114	7,4621	1,6496
		CL-9		1	32.762,00 x	230 x	70	0,5486	14,094	3,735	7,7315	2,0489
6	Stiffener	FR 24	Ulin	2	2.087,90 x	70 x	50	0,0152	13,200	4,358	0,2006	0,0662
		FR 25		2	2.087,90 x	70 x	50	0,0152	13,750	4,358	0,2090	0,0662
		FR 26		2	2.087,90 x	70 x	50	0,0152	14,300	4,358	0,2174	0,0662
		FR 27		2	2.087,90 x	70 x	50	0,0152	14,850	4,358	0,2257	0,0662
		FR 28		2	2.397,70 x	70 x	50	0,0175	15,400	4,556	0,2688	0,0795
		FR 41		2	1.616,60 x	71 x	51	0,0122	22,550	4,394	0,2746	0,0535
		FR 42		2	1.546,70 x	72 x	52	0,0120	23,100	4,977	0,2782	0,0599
		FR 43		2	1.334,50 x	73 x	53	0,0107	23,650	5,019	0,2540	0,0539
		FR 44		2	1.167,70 x	74 x	54	0,0097	24,200	5,067	0,2349	0,0492
		FR 45		2	993,60 x	75 x	55	0,0085	24,750	5,119	0,2110	0,0436
		FR -3	Ulin	2	2.161,00 x	100 x	100	0,0449	-1,650	6,221	-0,0742	0,2796
		FR 0		2	2.161,00 x	100 x	100	0,0449	0,000	6,088	0,0000	0,2736
				2	2.161,00 x	100 x	100	0,0449	1,650	5,938	0,0742	0,2669
				2	2.161,00 x	100 x	100	0,0449	3,300	5,813	0,1483	0,2613
				2	4.175,00 x	100 x	100	0,0868	4,950	8,358	0,4299	0,7258
				2	4.483,10 x	100 x	100	0,0932	6,050	6,013	0,5642	0,5607
				2	4.396,60 x	100 x	100	0,0914	6,050	4,447	0,5533	0,4067
				2	4.483,10 x	100 x	100	0,0932	6,600	6,014	0,6154	0,5608
				2	4.396,60 x	100 x	100	0,0914	6,600	4,358	0,6036	0,3985
				2	4.483,10 x	100 x	100	0,0932	7,150	6,014	0,6667	0,5608



NO	STRUCTURE COMPONENT	PART NO.	SPEC.	QTT	SCANTLING (mm)		WEIGHT W (ton)	CENTRE OF GRAVITY		STATIC MOMENT			
								LCG (m)	VCG (m)	W.LCG (ton.m)	W.VCG (ton.m)		
[1]	[2]	[3]	[4]	[5]	[6]		[7]	[8]	[9]	[10] = [7] [8]	[11] = [7] [9]		
7	Bulkhead Stiffner	FR 13	Ulin	2	4.396,60 x	100 x 100	0,0914	7,150	4,358	0,6539	0,3985		
		FR 14		2	4.483,10 x	100 x 100	0,0932	7,700	6,014	0,7180	0,5608		
		FR 14		2	4.396,60 x	100 x 100	0,0914	7,700	4,358	0,7042	0,3985		
		FR 15		2	4.483,10 x	100 x 100	0,0932	8,250	6,014	0,7693	0,5608		
		FR 15		2	4.396,60 x	100 x 100	0,0914	8,250	4,358	0,7545	0,3985		
		FR 16		2	4.483,10 x	100 x 100	0,0932	8,800	6,014	0,8206	0,5608		
		FR 16		2	4.396,60 x	100 x 100	0,0914	8,800	4,358	0,8048	0,3985		
		FR 17		2	4.483,10 x	100 x 100	0,0932	9,350	6,014	0,8719	0,5608		
		FR 17		2	4.396,60 x	100 x 100	0,0914	9,350	4,358	0,8551	0,3985		
		FR 18		2	4.483,10 x	100 x 100	0,0932	9,900	6,014	0,9232	0,5608		
		FR 18		2	4.725,00 x	100 x 100	0,0983	9,900	4,358	0,9730	0,4283		
		FR 19		2	4.483,10 x	100 x 100	0,0932	10,450	6,014	0,9744	0,5608		
		FR 19		2	5.021,00 x	100 x 100	0,1044	10,450	4,358	1,0914	0,4551		
		FR 22		2	2.161,00 x	100 x 100	0,0449	12,100	5,439	0,5439	0,2445		
		FR 25		2	2.161,00 x	100 x 100	0,0449	13,750	5,364	0,6180	0,2411		
		FR 27		2	2.161,00 x	100 x 100	0,0449	14,850	5,335	0,6675	0,2398		
		S.n.4							5,8367		69,7237	19,7551	
		FR 21		2	3.435,10 x	100 x 100	0,0715	11,550	2,480	0,8252	0,1772		
		FR 21		2	3.254,70 x	100 x 100	0,0677	11,550	2,480	0,7819	0,1679		
		FR 21		2	3.067,00 x	100 x 100	0,0638	11,550	2,480	0,7368	0,1582		
		FR 21		2	2.831,60 x	100 x 100	0,0589	11,550	2,480	0,6803	0,1461		
		FR 21		2	2.544,60 x	100 x 100	0,0529	11,550	2,480	0,6113	0,1313		
		FR 21		2	2.169,80 x	100 x 100	0,0451	11,550	2,480	0,5213	0,1119		
		FR 21		2	1.217,00 x	100 x 100	0,0253	11,550	2,480	0,2924	0,0628		
		FR 21		2	2.075,30 x	100 x 100	0,0432	11,550	2,480	0,4986	0,1071		
		FR 21		2	2.744,20 x	100 x 100	0,0571	11,550	2,480	0,6593	0,1416		
		FR 21		2	3.224,00 x	100 x 100	0,0671	11,550	2,480	0,7745	0,1663		
		FR 21	2	3.499,60 x	100 x 100	0,0728	11,550	2,480	0,8407	0,1805			
		FR 21	2	3.662,00 x	100 x 100	0,0762	11,550	2,480	0,8798	0,1889			
		FR 21	2	3.783,70 x	100 x 100	0,0787	11,550	2,480	0,9090	0,1952			
		FR 21	2	3.878,80 x	100 x 100	0,0807	11,550	2,480	0,9318	0,2001			
		FR 21	2	3.922,10 x	100 x 100	0,0816	11,550	2,480	0,9422	0,2023			
		FR 21	2	3.952,80 x	100 x 100	0,0822	11,550	2,480	0,9496	0,2039			
		FR 47	2	3.642,30 x	100 x 100	0,0758	25,850	2,899	1,9584	0,2196			
		FR 47	2	3.077,80 x	100 x 100	0,0640	25,850	2,899	1,6549	0,1856			
		FR 47	2	2.523,30 x	100 x 100	0,0525	25,850	2,899	1,3567	0,1522			
		FR 47	2	1.932,50 x	100 x 100	0,0402	25,850	2,899	1,0391	0,1165			
		FR 47	2	504,50 x	100 x 100	0,0105	25,850	2,899	0,2713	0,0304			
		FR 47	2	812,00 x	100 x 100	0,0169	25,850	2,899	0,4366	0,0490			
		FR 47	2	1.155,70 x	100 x 100	0,0240	25,850	2,899	0,6214	0,0697			
		FR 47	2	1.497,40 x	100 x 100	0,0311	25,850	2,899	0,8051	0,0903			
		FR 47	2	1.820,20 x	100 x 100	0,0379	25,850	2,899	0,9787	0,1098			
		FR 47	2	2.121,10 x	100 x 100	0,0441	25,850	2,899	1,1405	0,1279			
		FR 47	2	2.361,00 x	100 x 100	0,0491	25,850	2,899	1,2695	0,1424			
		FR 47	2	2.540,00 x	100 x 100	0,0528	25,850	2,899	1,3657	0,1532			
		FR 47	2	2.657,90 x	100 x 100	0,0553	25,850	2,899	1,4291	0,1603			
FR 47	2	2.735,20 x	100 x 100	0,0569	25,850	2,899	1,4707	0,1649					
FR 47	2	2.801,30 x	100 x 100	0,0583	25,850	2,899	1,5062	0,1689					
	Ulin	2	3.000,00 x	250 x 250	0,3900	8,250	1,303	3,2175	0,5082				
	Ulin	1	24.237,30 x	120 x 100	0,3025	14,470	3,942	4,3769	1,1924				
	Ulin	2	4.950,00 x	120 x 100	0,1236	14,470	3,942	1,7878	0,4870				
2		958,70 x	70 x 50	0,0070	12,100	1,348	0,0844	0,0094					
2		958,70 x	70 x 50	0,0070	12,650	1,348	0,0883	0,0094					
2		958,70 x	70 x 50	0,0070	13,200	1,348	0,0921	0,0094					
2		958,70 x	70 x 50	0,0070	13,750	1,348	0,0960	0,0094					
		2	958,70 x	70 x 50	0,0070	14,300	1,348	0,0998	0,0094				



NO	STRUCTURE COMPONENT	PART NO.	SPEC.	QTT	SCANTLING (mm)	WEIGHT W (ton)	CENTRE OF GRAVITY		STATIC MOMENT	
							LCG (m)	VCG (m)	W.LCG (ton.m)	W.VCG (ton.m)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10] = [7] [8]	[11] = [7] [9]
		FR 27		2	1.032,80 x 70 x 50	0,0075	14,850	1,348	0,1117	0,0101
		FR 28		2	1.031,00 x 70 x 50	0,0075	15,400	1,348	0,1156	0,0101
		FR 29		2	950,00 x 70 x 50	0,0069	15,950	1,348	0,1103	0,0093
		FR 30		2	963,00 x 70 x 50	0,0070	16,500	1,348	0,1157	0,0095
		FR 31		2	958,00 x 70 x 50	0,0070	17,050	1,348	0,1189	0,0094
		FR 32		2	953,00 x 70 x 50	0,0069	17,600	1,348	0,1221	0,0094
		FR 33		2	951,00 x 70 x 50	0,0069	18,150	1,348	0,1257	0,0093
		FR 34		2	943,00 x 70 x 50	0,0069	18,700	1,348	0,1284	0,0093
		FR 35		2	933,00 x 70 x 50	0,0068	19,250	1,348	0,1308	0,0092
		FR 36		2	921,20 x 70 x 50	0,0067	19,800	1,348	0,1328	0,0090
		FR 37		2	914,20 x 70 x 50	0,0067	20,350	1,348	0,1354	0,0090
		FR 38		2	889,70 x 70 x 50	0,0065	20,900	1,348	0,1354	0,0087
		FR 39		2	867,90 x 70 x 50	0,0063	21,450	1,348	0,1355	0,0085
		FR 40		2	839,80 x 70 x 50	0,0061	22,000	1,348	0,1345	0,0082
		FR 41		2	802,80 x 70 x 50	0,0058	22,550	1,348	0,1318	0,0079
		FR 42		2	751,00 x 70 x 50	0,0055	23,100	1,348	0,1263	0,0074
		FR 43		2	676,60 x 70 x 50	0,0049	23,650	1,348	0,1165	0,0066
		FR 44		2	566,90 x 70 x 50	0,0041	24,200	1,348	0,0999	0,0056
		FR 45		2	412,00 x 70 x 50	0,0030	24,750	1,348	0,0742	0,0040
		FR 46		2	213,00 x 70 x 50	0,0016	25,300	1,348	0,0392	0,0021
					S.n.5	2,6656			41,3219	6,8789
11	Keel		Ulin	1	25.996,40 x 350 x 550	5,2045	13,154	0,275	68,4597	1,4312
12	Shoe Keel		Baja	1	25.996,40 x 350 x 550	4,7579	13,154	0,275	62,5854	1,3084
13	Inner Keel		Ulin	1	14.150,00 x 350 x 370	1,9057	18,625	0,814	35,4941	1,5513
14	Stay	FR -3~54	Ulin	2	7.000,00 x 150 x 100	0,2184	13,154	4,449	2,8728	0,9717
15	Cover									
	a.		Ulin	2	36.939.800,00 x 30	2,3050	18,625	2,009	42,9314	4,6308
	b.			2	133.711.800,00 x 50	13,9060	14,789	4,262	205,6562	59,2675
	c.			1	28.427.100,00 x 30	0,8869	7,949	8,520	7,0502	7,5566
	d.			1	143.848.400,00 x 30	4,4881	4,367	6,913	19,5994	31,0260
	e.			2	22.798.600,00 x 30	1,4226	18,755	0,390	26,6815	0,5548
16	Sheer Strike		Ulin	2	11.762.500,00 x 80	1,9573	14,567	3,802	28,5121	7,4416
17	Side Stringer		Ulin	2	9.043.300,00 x 80	1,5048	14,567	2,451	21,9208	3,6883
18	Planking		Ulin	2	149.645.000,00 x 60	18,6757	14,567	2,193	272,0526	40,9558
19	Bulwark		Ulin	2	36.229.800,00 x 50	3,7679	13,200	4,473	49,7363	16,8538
20	Wall - 1		Jati	2	20.340.000,00 x 20	0,6102	15,903	3,227	9,7040	1,9691
21	Wall - 2		Jati	2	31.563.000,00 x 30	1,2310	8,048	5,372	9,9067	6,6127
22	Bulkhead - 1		Jati	1	21.583.700,00 x 50	0,7015	11,550	2,830	8,1020	1,9852
23	Bulkhead - 2		Jati	1	15.143.900,00 x 50	0,4922	25,850	3,245	12,7228	1,5971
					S.n.6	64,0357			883,9880	189,4019
24					S.n.Total	99,3270			1281,6929	309,8783
						S1			S2	S3

Longitudina of Centre Gravity = $\Sigma / S1 =$ 12,904 m from Frame 0
(2,10) m from midship

Vertical of Centre Gravity = $\Sigma / S1 =$ 3,120 m
2,57 dari baseline

Berat konstruksi = 99,327 Ton

