
In particolare lo studio dovrà contenere:
- schizzi dopo la modifica delle ossature comune e rinforzata e della vista di una paratia trasversale terminale, corredate eventualmente da qualche sezione longitudinale
- una lista delle strutture da rimuovere e di quelle nuove da inserire
- un dimensionamento di massima delle strutture nuove da inserire in aggiunta o sostituzione delle esistenti
- una valutazione della differenza di peso ed una stima dello spostamento del baricentro complessivo tra struttura originale e nuova per la struttura della zona di scafo corrispondente alla cisterna.
- considerazioni generali (qualitative) sull'impatto della modifica, immaginando che sia estesa a tutte le cisterne della zona del carico (ossature 64-136) in modo simile.

**Dimensioni nave:**
- Lunghezza fuori tutto: 111.30 m
- Lungh. tra le perp.: 106.30 m
- Larghezza FF: 16.50 m
- Altezza di costruz. (FF): 8.70 m
- Immersione di dimens.: 6.50 m
- Coeff. di finezza totale (di dimens.) 0.776
- Immersione in zavorra: 3.54 m
- Portata Lorda (DWT): 6500 t
- Stazza Lorda: 4300 tonn.
- interv. di ossatura (zona carico) 0.68 m
- densità del carico (per il dimens.): 1 t/m³
- valvole di sicurezza tarate a 0.24 bar.

Allegati: sezione comune, rinforzata, paratia, piano dei ferri al ponte e cielo DF

Il candidato potrà assumere a suo scelta altri dati non forniti eventualmente giudicati necessari allo sviluppo del tema.
Regulation 13F
Prevention of oil pollution on the coast of pollution or grounding

SEC. 4. INTERPRETATION AND APPLICATION

(1) This Regulation shall apply to all tankers of 5000 tons deadweight and above.

(2) In an oil tanker, the building contract is placed on or after 1 July 1971, or

(3) any oil tankers of 5000 tons deadweight and above shall comply with the requirements of paragraph (2) above, or

(4) the delivery of which on or after 1 July 1971, or

(5) which have undergone a major conversion on or after 1 July 1971, or

(6) in the case of vessels chartered after 1 July 1971, or

(7) which are in compliance with the contractual requirements of paragraph (3) above, or

(8) which is delivered on or after 1 July 1971.

(9) The term "oil tanker" shall mean any vessel engaged in the transportation of oil for the purpose of preventing pollution.

(10) The term "design" shall mean the general arrangement of the vessel, including the layout and structural details.

(11) The term "construction" shall mean the process of building the vessel, including the fitting out and commissioning.

(12) The term "operation" shall mean the actual use of the vessel, including the loading and unloading of cargo.

(13) The term "pollution" shall mean any discharge of oil or oil-contaminated water into the sea, or any operation likely to result in pollution.

(14) The term "grounding" shall mean the collision of a vessel with a submerged obstacle or an underwater structure.

(15) The term "fire" shall mean a fire on board the vessel, caused by any means.

(16) The term "safety measures" shall mean any action or procedure that is taken to prevent or minimize the effects of pollution or grounding.

(17) The term "emergency procedures" shall mean any steps taken to control or contain pollution once it has occurred.

(18) The term "danger" shall mean any condition or situation that poses a risk to the vessel or its crew.

(19) The term "investigation" shall mean a detailed examination of the cause of an incident.

(20) The term "regulations" shall mean the rules and guidelines established by the relevant authorities.

(21) The term "techniques" shall mean the methods and practices used for efficient operation.

(22) The term "transportation" shall mean the movement of goods or passengers from one place to another.

(23) The term "vessel" shall mean any ship or boat engaged in the transportation of goods or passengers.

(24) The term "waste" shall mean any substance that is discarded or disposed of.

(25) The term "water" shall mean any body of liquid, including fresh water and sea water.

Section 5. OIL TIGHT - BULKHEAD

At any cross section the depth of each double bottom tank or space shall be such that the distance from the bottom of the tank to the bottom of the adjacent section is equal to or greater than the distance from the bottom of the tank to the bottom of the adjacent section as shown in Figure 1.

h = 2(15) m

w = 3.0 m, wherever it is greater.

The minimum value of h shall be 2.0 m.

(26) The term "deadrise angle" shall mean the angle between the horizontal plane and the deck of a vessel.

(27) The term "watertight structure" shall mean a structure that is designed to prevent water from entering.

(28) The term "firewall" shall mean a structure that is designed to prevent the spread of fire.

(29) The term "safety equipment" shall mean any equipment designed to ensure the safety of the crew.

(30) The term "emergency power" shall mean any power source that can be relied upon during an emergency.

(31) The term "protection" shall mean any action taken to prevent or minimize the effects of an incident.

(32) The term "contingency" shall mean a plan or strategy that is designed to deal with a particular event.

(33) The term "procedure" shall mean a set of steps or instructions that are followed.

(34) The term "protocol" shall mean a set of rules or guidelines that are established for a particular purpose.

Figure 1 - Cargo tank boundary lines for the purpose of paragraph (5)