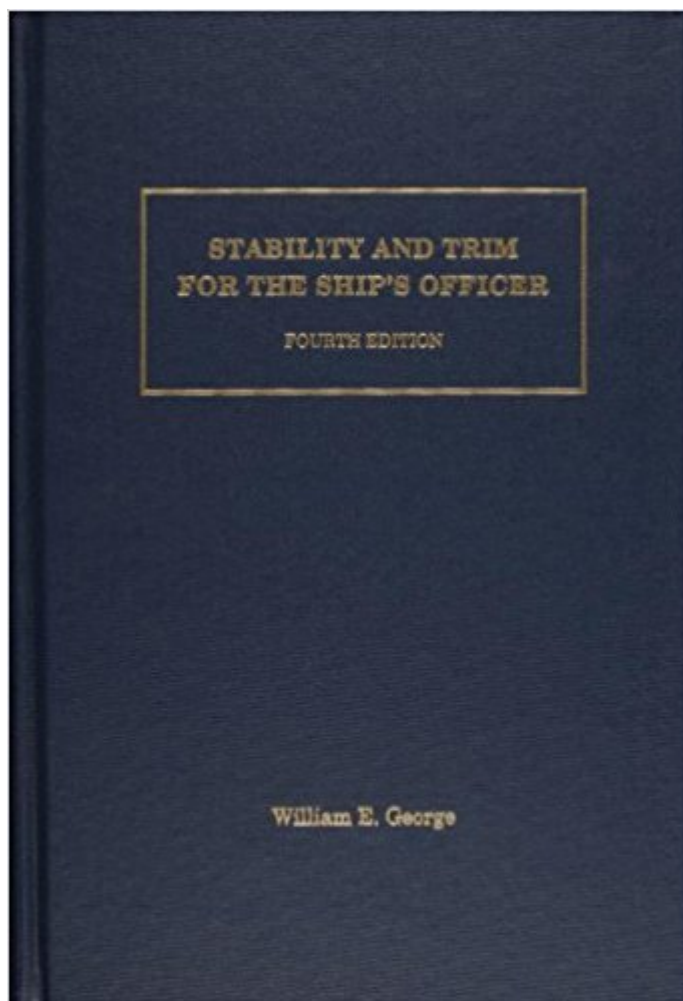


The book was found

Stability And Trim For The Ship's Officer



Synopsis

Stability and Trim for the Ship's Officer has been completely updated after twenty-two years. Aboard today's vessels, technology and computers abound as ship's gear. The once long and tedious calculations for stability, trim, and hull strength are now done in minutes. But no matter how much change the industry has undergone, the laws of physics are constant. The only way to verify that the computer is coming up with accurate figures is to read the ship's drafts. Two new chapters have been included, "Prerequisites for Stability, Trim, and Hull Strength Calculations," and "U.S. Coast Guard Questions on Stability, Trim, and Longitudinal Hull Strength." The appendix has also been updated to include the Stability Data Reference Book--August 1989 Edition, which is the same supplied in the United States Coast Guard license examination room.

Book Information

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Customer Reviews

Dated and should not be on the market. Get D.R. Derrett's, "Ship Stability for Masters and Mates. I am a specialist in Ship Stability. I teach it and have used in Practice over 50 years.

Great product, great seller.

Ans must have explanation in solving.

An exelent book to learn what you need to know about stability. This book sits right alongside Bowditch on my vessels bookshelf as a resource for stability.

Great book.

Bill George has done a Masterful job of rewriting and revising the old Stability & Trim for the Ships Officer by LaDage, a post WWII text, which left a lot to be desired when it came to modern ships. One of the biggest changes is the move away from WWII types to modern bulk carriers. In the maritime industry, we have largely gone metric and the text recognises that change. Previous editions were strictly feet, inches and long tons, rather than meters and metric tons. I particularly like the section on low, medium and high energy collisions and sudden capsize syndrome. I have seen sudden capsize syndrome starting to take effect and recognized what was happening and took proper corrective action, but I have never seen it previously in a text. The new edition includes information very valuable to marine surveyor or ships officer carrying out draft surveys. Excellent! Thanks Bill!

In the past twenty-two years since the last revision of this text the world maritime industry has continued to undergo radical changes in marine cargo operations and vessel design, however the regulations pertaining to the carriage of movable bulk cargoes have remained constant because they are working. Trans-Pacific container ships have grown to beyond Panamax size due to increased beam's of 42 meters and crews reduced to just sixteen onboard. Aboard today's vessels, technology and computers abound as ship's gear, as well as computers and cell phones personally owned by the ship's officers and crew. The cruise ship industry has grown steadily along with the size of the cruise ships and crew complements. It is not unusual to see "mass storage devices" hung around the neck of a ship's officer on a lanyard so they can access their data on any of the ship's computers that are at hand. With the age of the internet, vessel planners are not limited to working in dock shacks on the apron of the pier. It is not unusual to have a ship working cargo at Seattle, Washington, that is being planned from Boise, Idaho, or Houston, Texas, or Salt Lake City, Utah, or Singapore. And of course to the lament of the ship's officers and crews the time in port is growing shorter due to higher productive terminals, container cranes and commerce in general. What once were long and tedious calculations for stability, trim and hull stress prior to the age of the personal computer is now done in minutes not hours if the input data is correct. However, the only way to verify if the computer is actually doing its job is to return to more a simpler time and just read the ships drafts. No matter how much change the industry has undergone, the laws of physics have not changed. Every chapter has been reviewed, revised and rewritten. Two new chapters have been added to this edition. The first new chapter, Chapter 1, Prerequisites for Stability, Trim, and Hull

Strength Calculations introduces the reader to the basic assumptions made by the naval architect and stresses how to obtain actual loading condition from the vessel itself by observing the vessel similar to the way a medical professional observes a patient. The second new chapter , Chapter 16, U.S. Coast Guard Questions on Stability, Trim and Longitudinal Hull Strength links the reader with the USCG's internet Web page concerning licensing exam procedures, materials allowed in the exam room as well as a sampling of the actual USCG license exam question. The Appendix has been updated to include the Stability Data Reference Book - August 1989 Edition, which is the same as provided in the examination room and required to answer many questions that are posted on the USCG's Web page and on the USCG license examination. In the spirit of the first edition, great efforts were taken to consider the subject wholly from the point of view of not just the merchant ship's officer but all ship's officers, and not that of the naval architect. This edition embraces, deck as well as engine officers, the freight and towing industry, commercial fishing industry, container liner service, dry bulk cargo service, tankers as well as applications for the military and home land defense. It is after all the ship's officers who are the operators and not the ship designers. This edition is no less than its predecessors, has as its theme intelligent, efficient use of the ship's design to ensure a profitable and safe operation.

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