

STABILITY AND TRIM
FOR THE SHIP'S OFFICER

FOURTH EDITION

William E. George

Stability And Trim For The Ships Officer

John Hoffman La Dage, Lee Van Gemert



Stability And Trim For The Ships Officer:

Stability and Trim for the Ship's Officer John La Dage, 1983 *Stability and Trim for the Ship's Officer* John Hoffman La Dage, William E. George, 1956 Stability and Trim for the Ship's Officer William E. George, 2005

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

AUTHOR

Stability and Trim for the Ship's Officer William E. George, 1983 Since it was first published in 1946 this book has become the definitive text on ship stability It is written from the point of view of the merchant officer and correctly assumes that the officer does not want to wade through unnecessary technical terms It impresses upon the reader the fact that stability is a practical though not easy subject that can be used to increase the safety of the vessel and the comfort of the crew In addition to extensive sections on transverse and longitudinal stability the book includes treatment of hull strength and shipboard applications including the effects of damage to the ship A chapter on marine disasters demonstrates the need for attention to this vital aspect of shipboard management and a generous section of appendices includes questions and problems on stability useful stability and trim formulas a conversion table a trim and stability booklet hydrostatic curve graphs and a glossary of terms symbols and abbreviations

Stability and Trim for the Ship's Officer John La Dage, Lee van Gemert, 1980 **Trim and Stability Guide for Container and Barge Carrying Ships** W. Michael Walsh, United States Maritime Administration, 1972 *Stability and Trim for the Ship's Officer* William E. George, 2009-06-30

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Stability and Trim for the Ship's Officer ... Second Edition John LA DAGE (and VAN GEMERT (Lee)), Lee VAN GEMERT, 1956 **Stability and Trim for the Ship's Officer** John Hoffman La Dage, Lee Van Gemert, 1956 *Trim and Stability Guide for Container and*

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Serçe Limani George F. Bass, Sheila Matthews, J. Richard Steffy, Frederick H. van Doorninck, 2004-08-16 For almost a millennium a modest wooden ship lay underwater off the coast of Ser e Limani Turkey filled with evidence of trade and objects of daily life The ship now excavated by the Institute of Nautical Archaeology at Texas A M University trafficked in both the Byzantine and Islamic worlds of its time The ship is known as the Glass Wreck because its cargo included three metric tons of glass cullet including broken Islamic vessels and eighty pieces of intact glassware In addition it held glazed Islamic bowls red ware cooking vessels copper cauldrons and buckets wine amphoras weapons tools jewelry fishing gear remnants of meals coins scales and weights and more This first volume of the complete site report introduces the discovery the methods of its excavation and the conservation of its artifacts Chapters cover the details of the ship its contents the probable personal possessions of the crew and the picture of daily shipboard life that can be drawn from the discoveries

Maritime Science and Technology: Changing Our World Nigel Watson, 2015-01-01 This book addresses some key questions Did the marine sector drive the developing technologies Or did it just adopt them It would appear that the former is the case as the industry has moved from sail to steam from steam to internal combustion engines from wood to steel and to increasing sizes and types of specialist vessels the pioneers of naval architects and marine engineers have applied the latest technologies and our global society has benefited **Merchant Marine Examination Questions** , 1988 *Navigation Problems* , 1988

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