

Merchant Ship Stability

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merchant ship stability presents the theory and application of methods for maintaining ship
stability it serves as a textbook for deck officers and first year degree students the book
discusses the methods of simpson s rules for measuring ship form the principle of floatation
finding the position of the center of gravity and the effect of the center of gravity of the vessel
not being on the centerline the effect of having liquids within the vessel which are free to move
and the effect of suspending weights topics on the assessment of stability of large angles of heel
regulations about merchant vessel stability and dry docking and grounding are provided as well
deck officers and merchant marine students will find the book very useful

includes bibliographical references and index

the ever growing demand for commercial activities at sea has meant that ships are rapidly
developing and that the rules governing their construction and operation are changing practical
ship design records these changes their outcomes and the reasoning behind them it deals with
every aspect of ship design and handles a wide range of both merchant ships and naval ships
with authority it provides coverage of cargo ships and passenger ships tugs dredgers and other

service craft it also includes concept design detail design structural design hydrodynamics design the effect of regulations the preparation of specifications and matters of costs and economics drawing on the author s extensive practical experience practical ship design is likely to interest everybody involved in the design construction repair and operation of ships students and the most experienced professionals will all benefit from the book s vast store of design data and its conclusions and recommendations

merchant ship types provides a broad and detailed introduction to the classifications and main categories of merchant vessels for students and cadets it introduces the concept of ship classification by usage cargo type and size and shows how the various size categories affect which ports and channels the types of vessels are permitted to enter detailed outlines of each major vessel category are provided including feeder ship general cargo vessels container ships tankers dry bulk carriers multi purpose vessels reefer ships roll on roll off vessels the book also explains where these are permitted to operate the type of cargoes carried and specific safety or risk factors associated with the vessel class as well as their main characteristics relevant case studies are presented the textbook is ideal for merchant navy cadets at hnc hnd and foundation degree level in both the deck and engineering branches and serves as a general reference for insurance law logistics offshore and fisheries

as president of international macgregor i am deeply indebted to the authors of this excellent book for the very considerable amount of work and scholarship it contains it is the first authoritative work on cargo access equipment to be published and i am sure that it will be greatly welcomed by the marine industries you will see from the authors preface that the book was commissioned by the henri kummerman foundation which was established in 1976 to assist and promote internationally research and development in the field of marine transportation and cargo handling the foundation has already made a number of grants to universities and to students but this book is its first major contribution to the furthering of education in the marine industries for me it is a rewarding fruition of a long involvement in maritime affairs however much requires to be done in the future and the foundation can only succeed if it is encouraged and assisted by people who are forward thinking i should be pleased therefore to hear from any readers of this book if they feel that they can help or be helped within the aims and objectives of the foundation 28 chemin du pommier henri kummerman 1218 geneva switzerland

in the merchant ship in the british atlantic 1600 1800 phillip reid refutes the long held assumption that merchant ship technology in the british atlantic during the two centuries of its development was static for all intents and purposes and that whatever incremental changes took place in it were inconsequential to the development of the british empire and its offshoots drawing on a unique combination of evidence from both traditional and unconventional sources phillip reid shows how merchants shipwrights and mariners used both proven principles and adaptive innovations in hulls rigs and steering systems to manage high physical and financial risks listen also to the podcast where the author is interviewed about the book for new books network and the podcast with liz covart for ben franklin s world by clicking here

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