



Standard Guide for Conducting a Stability Test (Lightweight Survey and Inclining Experiment) to Determine the Light Ship Displacement and Centers of Gravity of a Vessel¹

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INTRODUCTION

This guide provides the marine industry with a basic understanding of the various aspects of a stability test. It contains procedures for conducting a stability test to ensure that valid results are obtained with maximum precision at a minimal cost to owners, shipyards, and the government. This guide is not intended to instruct a person in the actual calculation of the light ship displacement and centers of gravity, but rather to be a guide to the necessary procedures to be followed to gather accurate data for use in the calculation of the light ship characteristics. A complete understanding of the correct procedures used to perform a stability test is imperative to ensure that the test is conducted properly and so that results can be examined for accuracy as the inclining experiment is conducted. It is recommended that these procedures be used on all vessels and marine craft.

1. Scope

1.1 This guide covers the determination of a vessel's light ship characteristics. The stability test can be considered to be two separate tasks; the lightweight survey and the inclining experiment. The stability test is required for most vessels upon their completion and after major conversions. It is normally conducted inshore in calm weather conditions and usually requires the vessel be taken out of service to prepare for and conduct the stability test. The three light ship characteristics determined from the stability test for conventional (symmetrical) ships are displacement (displ), longitudinal center of gravity (LCG), and the vertical center of gravity (KG). The transverse center of gravity (TCG) may also be determined for mobile offshore drilling units (MODUs) and other vessels which are asymmetrical about the centerline or whose internal arrangement or outfitting is such that an inherent list may develop from off-center weight. Because of their nature, other special considerations not specifically addressed in this guide may be necessary for some MODUs.

1.2 *This standard does not purport to address the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and*

health practices and determine the applicability of regulatory limitations prior to use.

2. Terminology

2.1 Definitions:

2.1.1 *inclining experiment*—involves moving a series of known weights, normally in the transverse direction, and then measuring the resulting change in the equilibrium heel angle of the vessel. By using this information and applying basic naval architecture principles, the vessel's vertical center of gravity (KG) is determined.

2.1.2 *light ship*—a vessel in the light ship condition (Condition I) is a vessel complete in all respects, but without consumables, stores, cargo, crew and effects, and without any liquids on board except that machinery fluids, such as lubricants and hydraulics, are at operating levels.

2.1.3 *lightweight survey*—this task involves taking an audit of all items which must be added, deducted, or relocated on the vessel at the time of the stability test so that the observed condition of the vessel can be adjusted to the light ship condition. The weight, longitudinal, transverse, and vertical location of each item must be accurately determined and recorded. Using this information, the static waterline of the ship at the time of the stability test as determined from measuring the freeboard or verified draft marks of the vessel, the vessel's hydrostatic data, and the seawater density; the light

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