

NATIONAL CARGO BUREAU, INC. GRAIN STABILITY CALCULATION FORM

* (Required for vessels loading bulk grain in the United States of America)

M.V. / S.S. _____		KEEL LAID (month/year)
COUNTRY OF REGISTRY	NET TONNAGE	AT CITY
	IMO NO. _____	IN COUNTRY
AGENT _____		

GRAIN LOADING BOOKLET APPROVED BY _____

ON BEHALF OF (FLAG STATE) _____

DRAWING NO. _____ DATE OF APPROVAL _____

APPLICABLE REGULATIONS _____

ADDENDUM FOR UNTRIMMED ENDS APPROVED BY _____

DRAWING NO. _____ DATE OF APPROVAL _____

LOADING PORT(S) _____

BUNKERING PORT(S) _____

DISCHARGE PORT(S) _____

STEAMING DISTANCE _____ MILES MILES PER DAY _____ TIME _____

DAILY CONSUMPTION: FUEL _____ DIESEL _____ WATER _____

DISPLACEMENT DEADWEIGHT DRAFT FREEBOARD

**WINTER _____ _____ _____ _____

SUMMER _____ _____ _____ _____

**TROPICAL _____ _____ _____ _____

FRESH WATER ALLOWANCE _____ TPC/TPI (AT SUMMER DRAFT) _____

* EXCEPT FOR EXEMPTED VOYAGES

** IF APPLICABLE

THIS IS TO CERTIFY THAT:

1. THIS CALCULATION IS PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF THE VESSEL'S GRAIN LOADING BOOKLET AND THE APPLICABLE GRAIN REGULATIONS.
2. THE STABILITY OF THE VESSEL WILL BE MAINTAINED THROUGHOUT THE VOYAGE IN ACCORDANCE WITH THIS CALCULATION.

CALCULATION PREPARED BY:
(TO BE COMPLETED IF THE FORM IS PREPARED BY OTHER THAN SHIP'S PERSONNEL)

NAME (PRINT) _____

COMPANY _____

SIGNATURE _____

DATE _____

MASTER'S SIGNATURE

MASTER'S NAME (PRINTED)

EXAMINED BY: _____

N.C.B. SURVEYOR'S SIGNATURE

N.C.B. SURVEYOR'S NAME (PRINTED)

DATE: _____

NOTE: ORIGINAL STABILITY CALCULATION AND GRAIN ARRANGEMENT PLAN TO BE SUBMITTED TO THE N.C.B. SURVEYOR. ALL TONNAGES USED IN THIS CALCULATION SHALL BE SHOWN IN THE SAME UNITS AS USED IN THE GRAIN LOADING BOOKLET.

SHIP AND CARGO CALCULATION

PART I

TYPE OF GRAIN _____ STOWAGE FACTOR _____ M³/MT _____ FT³/LT _____

COMPT. NO.	CARGO (1)	S.F. (1)	GRAIN CUBICS (2)		WEIGHT (3)	V.C.G.	MOMENT (3)
			TOTAL	USED			

S.F.	S.F.	DEN
$\frac{M^3}{MT}$	$\frac{FT^3}{LT}$	$\frac{MT}{M^3}$
1.171	42	0.854
1.184	42.5	0.844
1.198	43	0.834
1.212	43.5	0.825
1.226	44	0.816
1.240	44.5	0.806
1.254	45	0.797
1.268	45.5	0.789
1.282	46	0.780
1.296	46.5	0.772
1.310	47	0.763
1.324	47.5	0.755
1.338	48	0.747
1.352	48.5	0.740
1.366	49	0.732
1.380	49.5	0.725
1.393	50	0.718
1.407	50.5	0.711
1.421	51	0.704
1.435	51.5	0.697
1.449	52	0.690
1.477	53	0.677
1.505	54	0.664
1.533	55	0.652
1.561	56	0.641
1.589	57	0.629
1.616	58	0.619
1.644	59	0.608
1.672	60	0.598
1.700	61	0.588
1.728	62	0.579

THIS CALCULATION IS PREPARED IN:

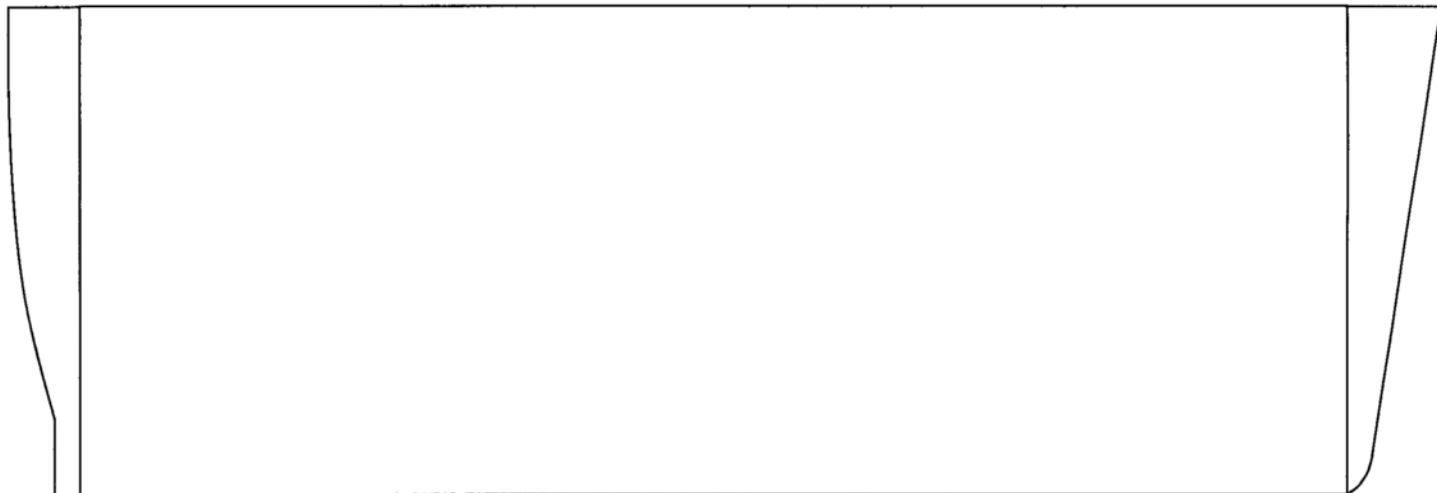
- METRIC UNITS
- ENGLISH UNITS

CARGO TOTALS			
LIGHT SHIP			
CONSTANT			

SHIP AND CARGO TOTALS		
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- (1) COMPLETE THESE COLUMNS IF MORE THAN ONE TYPE OF CARGO IS LOADED.
- (2) FOR PARTLY FILLED COMPARTMENTS, SHOW THE CUBICS USED IN ADDITION TO THE TOTAL CUBICS.
- (3) WEIGHTS AND MOMENTS SHOULD BE SHOWN TO THE NEAREST WHOLE UNIT.

CARGO PLAN: INDICATE HOLDS, TWEEN DECKS, ENGINE SPACES, FITTINGS, STOWAGE, TONNAGES, ETC.



FUEL AND WATER CALCULATION

PART II

THE **INTERMEDIATE** SECTION MUST BE COMPLETED IF THE **ARRIVAL** SECTION SHOWS BALLAST THAT IS NOT LISTED IN THE **DEPARTURE** SECTION. THE **INTERMEDIATE** CONDITION IS IMMEDIATELY BEFORE BALLASTING AND MUST INCLUDE THE EFFECT OF FREE SURFACE, BUT **NOT** THE EFFECT OF ADDED WEIGHT. ADDITIONAL FUEL TAKEN AFTER DEPARTURE MUST BE SHOWN IN THE **INTERMEDIATE** SECTION IN THE SAME MANNER AS BALLAST.

TANK	TYPE LIQUID	DEPARTURE:				INTERMEDIATE:				ARRIVAL:			
		WEIGHT	V.C.G.	MOMENT	F.S. MOM.	WEIGHT	V.C.G.	MOMENT	F.S. MOM.	WEIGHT	V.C.G.	MOMENT	F.S. MOM.

TOTALS

LIQUIDS _____
 SHIP AND CARGO _____
 DISPLACEMENT _____
 SAILING DRAFT _____ AT DENSITY _____

DEPARTURE KG _____	INTERMEDIATE KG _____	ARRIVAL KG _____
(1) FREE SURFACE CORR. (+) _____	(1) FREE SURFACE CORR. (+) _____	(1) FREE SURFACE CORR. (+) _____
(2) VERT. S.M. CORR. (+) _____	(2) VERT. S.M. CORR. (+) _____	(2) VERT. S.M. CORR. (+) _____
DEPARTURE KG _v _____	INTERMEDIATE KG _v _____	ARRIVAL KG _v _____
DEPARTURE KM _____	INTERMEDIATE KM _____	ARRIVAL KM _____
DEPARTURE KG _v _____	INTERMEDIATE KG _v _____	ARRIVAL KG _v _____
DEPARTURE GM _____	INTERMEDIATE GM _____	ARRIVAL GM _____
REQUIRED MINIMUM GM _____	REQUIRED MINIMUM GM _____	REQUIRED MINIMUM GM _____

(1) FREE SURFACE CORR. = SUM OF FREE SURFACE MOMENTS / DISPLACEMENT

(2) VERT. S.M. CORR. = SUM OF VERTICAL SHIFTING MOMENTS / DISPLACEMENT

(THIS CORRECTION MUST BE APPLIED TO ALL SHIPS.)

(THIS CORRECTION APPLIES WHEN THE VOLUMETRIC HEELING MOMENT CURVES OR TABLES DO NOT SPECIFICALLY STATE THAT THE CORRECTION FOR THE RISE IN VERTICAL CENTER OF GRAVITY HAS BEEN INCLUDED, AND THE MANUAL PROVIDES VERTICAL SHIFTING MOMENTS.)

HEELING MOMENT CALCULATION

PART III

COMPT. NO	STOWAGE (1)	GRAIN ULLAGE OR DEPTH	VOLUMETRIC HEELING MOMENT	S.F. OR DENSITY (2)	GRAIN HEELING MOMENT	VERTICAL SHIFTING MOMENT (IF PROVIDED) SEE NOTE 2 IN PART II	
		M/FT	M ⁴ / FT ⁴		MT- M / FT- LT	M ⁴ / FT ⁴	MT- M / FT- LT
TOTALS							

- (1) UNDER STOWAGE INDICATE "F-T" FOR FILLED COMPARTMENTS TRIMMED, "F-UT" FOR FILLED COMPARTMENTS UNTRIMMED, "PF" FOR PARTLY FILLED COMPARTMENTS, AND "SEC" FOR SECURED OR OVER-STOWED COMPARTMENTS.
- (2) THE STOWAGE FACTOR USED IN PART III SHALL NOT EXCEED THE ONE BASED ON THE WEIGHT PER UNIT OF VOLUME (TEST WEIGHT) OF THE GRAIN. IF THE STOWAGE FACTOR IS THE SAME IN ALL COMPARTMENTS, DIVIDE THE TOTAL VOLUMETRIC HEELING MOMENT BY THE STOWAGE FACTOR OR MULTIPLY BY THE DENSITY TO OBTAIN THE GRAIN HEELING MOMENT. IF THE STOWAGE FACTOR VARIES, OBTAIN THE GRAIN HEELING MOMENT FOR EACH COMPARTMENT.

INTERNATIONAL GRAIN CODE, Part A, 7.1
 REGULATION 4, CHAPTER VI, SOLAS 1974 or
 REGULATION 4, IMCO RESOLUTION A.264(VIII), NEW CHAPTER VI, SOLAS 1960
 REGULATION 4, IMCO RESOLUTION A.184 AN EQUIVALENT TO CHAPTER VI, SOLAS 1960

A. FOR VESSELS APPROVED UNDER

STABILITY SUMMARY

	DEPARTURE	INTERMEDIATE	ARRIVAL
DISPLACEMENT			
KG _v or GM			
TOTAL GRAIN HEELING MOMENT			
MAXIMUM ALLOWABLE HEELING MOMENT			
* ANGLE OF HEEL (12° MAX.)			
* RESIDUAL AREA 0.075 METER-RADIANS (14.1 FT ⁰ OR 4.3 M ⁰) MINIMUM			
* GM (0.3M OR 1 FT MINIMUM)			

* TO BE COMPLETED IF VESSEL'S GRAIN LOADING BOOKLET DOES NOT INCLUDE A TABLE OF ALLOWABLE HEELING MOMENTS. IN SUCH CASE, STATICAL STABILITY DIAGRAMS DEMONSTRATING THIS INFORMATION SHALL BE ATTACHED HERETO.

B. FOR SPECIALLY SUITABLE SHIPS APPROVED UNDER

INTERNATIONAL GRAIN CODE, PART A, 8. 2
 SECTION V (B) , PART B, CHAPTER VI, SOLAS 1974
 SECTION V (B) , PART B, IMCO RESOLUTION A.264 (VIII), NEW CHAPTER VI, SOLAS 1960
 REGULATION 12, CHAPTER VI, SOLAS 1960

ANGLE OF HEEL = $\frac{\text{GRAIN HEELING MOMENT} \times 57.3}{\text{DISPLACEMENT} \times \text{GM}}$

	DEPARTURE	INTERMEDIATE	ARRIVAL
TOTAL GRAIN HEELING MOMENT			
DISPLACEMENT			
GM			
ANGLE OF HEEL (5° MAX.)			