**INCLINING TEST**

|  |  |  |  |
| --- | --- | --- | --- |
| Ship: |  | Official No.: |  |
| Place: |  | Date: |  |
| Length (LPP): |  | Density of water: |  |
| Breadth moulded: |  | Wind and sea: |  |
| Depth moulded: |  | Remarks: |  |
| Dist from u.s. keel to BL: |  |  |  |
| Design Trim: |  |  |  |

**Draughts during test**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Forward | At dr. marks | SB |  | At FP |  | Mean dr. | Mean dr. | Trim  |
|  | u.s. keel | P |  | u.s. keel |  | u.s. keel | BL | excl. design trim |
| Aft | At dr. marks | SB |  | At AP u.s. keel |  |  |  |  |
| P |  |
|  | u.s. keel |  |  |  |  |
| Freeboard at LPP/2 | SB= |  |  |
|  |  |  |
| Freeboard at LPP/2 | P = |  |
|  |  |   |

If no dr. marks - the freeboard shall be measured forward and aft and Lines Drawing attached:

 Mark the freeboard dr. marks forward and aft on the drawing.

Fig. 1

LPP

F.P.

A.P.P

B.L.

B.L.

From Lines Drawing: Draught FP = Mean Draught to BL for curves:

 Draught AP =

Inclining weights (w) Pendulums (min. 2)

|  |  |  |  |
| --- | --- | --- | --- |
| Weight No | Weight [t] | C.G. above deck | C.G. from AP |
| 1 |  |  |  |  |  |
| 2 |  |  |  |  |  |
| 3 |  |  |  |  |  |

|  |  |  |
| --- | --- | --- |
| Pendulum No. 1 | L = | m |
| Pendulum No. 2 | L = | m |

Shifting of weights (min. 4) Shift. dist (a) Note: tan Ø > 0,025<0,040

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | Direction | Weight | Dist. | Pendulum 1 | Pendulum 2 |
| Shift No | SB. -P  | [t] | [m] | Swing [mm] | Mean | Tan Ø | Swing [mm] | Mean | Tan Ø |
| 1 |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |
| 3 |  |  |  |  |  |
| 4 |  |  |  |  |  |

 Tan Ø mean =

Displacement from hydr. curves [m3] = \*) f = Dist. to C.F.

Corr. for density of water (Displ. vol. \* (dens.-1)) = To be applied with

 plus if the C.F. is situated

Corr. for trim: f\*). Trim \* tonnes pr. m = ± in the same direction from

 Lpp amidships as the trim of the

 ship (after corr. for the

 design trim) otherwise minus

Displacement in inclining cond. (W) =

from hydr. curves or from calculation

Note: If trim (corr. for the design trim) during the test is more than 1.5% of Lpp, the Displ. and KM shall be

 calculated by approved stability program, using the actual trim.

Displacement in inclining condition (attached calculation) =

|  |  |
| --- | --- |
| B- G = Tr.tm/cm Displ. | = |
| LPP/2 - B | = |
| LPP/2 - G | = |
| G - AP | =  |

GM=  w . a = = **Dist. G - AP**

 W . tan Ø =

KM (from curves or calculation) =

KG uncorrected =

Corr. for free surfaces =

KG in inclining condition =

Corrections: Weights to be deducted or added (attached specification)

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | Weight [t] | C.G.-BL [m] | Mom.BL [tm] | C.G.-AP [m] | Mom-AP [tm] |
| Ship in inclining condition |  |  |  |  |  |
| Weights to be deducted |  |  |  |  |  |
| Weights to be added |  |  |  |  |  |
| Lightweight |  |  |  |  |  |

Remarks:

Signature date: Place: Authorized operator