

For example, if the vessel matches a particular condition, but an additional load is placed forward and above the center of gravity mark, the vessel's trim will change toward the bow and the center of gravity will rise. In general, weights added above the mark will decrease stability while weights added below the mark will improve stability.

Part 3 contains the inclining test data, and all subsequent calculations used in determining the light ship particulars of the vessel. This information establishes the baseline vessel weight and location of center of gravity. It is not necessary for the Master to review or understand this information before operating the vessel. Also included in Part 3 is space for keeping track of changes to the vessel for determining compliance with stability regulations, as noted above.

Part 4 contains supporting data and calculations, including detailed particulars for each loading condition. It is also not necessary for the Master to review or understand the information in this part.

Part 5 is an excerpt from the North Pacific Fishing Vessel Owners Association publication "VESSEL SAFETY MANUAL". It is an excellent overview of fish boat stability, and is highly recommended reading. The "VESSEL SAFETY MANUAL" covers all aspects of fishing vessel safety in a similar manner, and can be purchased by contacting NPFVOA at the address given.

Part 6 is a copy of the "STABILITY LETTER" for "DESTINATION". Another copy has been laminated and should be posted aboard the vessel.

**GENERAL NOTES**

1. All weights and displacements are in long tons (L.T.), unless otherwise noted. 1 L.T. = 2240 pounds.
2. Longitudinal positions are referenced from midship. Positive values are aft and negative values are forward of midship. For purposes of this report, midship is located 3 inches aft of the bulkhead between No. 1 and No. 2 fish holds.
3. Vertical positions are referenced from baseline unless otherwise noted.
4. Trim (in feet) is calculated as the difference between the baseline drafts forward and aft. Note that at zero trim, the vessel is considered level, even though the bottom of the keel slopes (drags) aft. So, when floating level, the keel draft forward is less than the keel draft aft, but the trim is zero.
5. Forward drafts are at frame 0; aft drafts are at frame 17.
6. Liquid densities used herein, unless otherwise specified:
 

Salt Water.....	8.54	Pounds per gallon.
Fresh Water.....	8.33	"
Diesel Oil.....	7.25	"
Lube Oil & Waste Oil.....	7.36	"
Sewage.....	8.54	"