

Q.1 - CIC on Tanker damage stability

Q.1 - Does the ship have an approved stability information book (SIB)?

- The ship shall be supplied with stability information approved by the Flag State or Class.
- If ship recently had changed Flag or newbuilding ship, the stability book may have preliminary approval.
- If ship recently had changed Flag or RO, the stability book shall be stamped by previous Administration.
- Absence of the approved stability information book (SIB) may lead to detention.

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Q.2 - CIC on Tanker damage stability

Q.2 - Is the SIB written in a language understood by the master?

- The SIB shall at least be in English.
- The SIB shall be understood by Master.
- If Master does not understand the SIB, this may lead to detention even if other officers are able to.

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Q.3 - CIC on Tanker damage stability

Q.3 - Does the approved stability information cover damage conditions?

- The approved SIB shall cover damage stability calculations.
- Damage stability compliance and limitations of approval shall be in Stability Declaration if issued by DNV.
- Check that the "Stability Declaration" is onboard.
- Master should ensure that damage stability compliance is documented by following:
 - * - Stability Declaration issued by DNV
 - * - Approval letter
 - * - Notes on the stamped front-page of SIB.
- Ballast or non-cargo conditions are not subject to damage stability compliance.
- If sufficient documentation is not provided onboard, contact Company or DNV for assistance.
- The ship may be detained if there is no approved damage stability information onboard.

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Q.4 - CIC on Tanker damage stability

Q.4 - Can the master demonstrate that the ship is normally loaded in accordance with the SIB?

- The ship is loaded in compliance with an approved condition from SIB.
- The actual loading condition may insignificantly deviate from the approved SIB condition.
- For guidance on acceptable deviations refer to IACS UR L5 - Table 1 (attached as separate document).
- If the answer to Q.4 is YES, remaining questions will be N/A.
- If answer to Q.4 is NO, Master must be able to verify compliance by continuing with the questionnaire.

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Q.5 - CIC on Tanker damage stability

Q.5 - Has the master verified an alternate loading condition by written authority from flag/class?

- "Alternate loading condition" means the ship is loaded with condition deviating from the approved SIB.
- Written authority shall be obtained from Flag/RO that alternative actual loading condition is acceptable.
- DNV may be contacted for assistance in preparation of the needed documentation.
- This documentation shall demonstrate the compliance with both intact and damage stability reqs.
- If the answer to Q.5 is YES, the remaining questions will be N/A.
- If answer to Q.5 is NO, Master must be able to verify compliance by continuing with the questionnaire.

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Q.6 - CIC on Tanker damage stability

Q.6 - Has the master verified an alternate loading condition by assessing loaded condition against critical damage KG data, included in the approved stability information?

- This may be done if approved stability information (SIB or DSB) contains "critical damage KG or GM data".
- "Critical damage KG or GM" data means "Maximum KG or minimum GM limit curves".
- Important: check that "critical damage KG or GM" data covers damage stability requirements.
- Master is able to demonstrate that the actual loading conditions are within the limit curves.
- If answer to Q.6 is YES, remaining questions will be N/A.
- If Master is unable to demonstrate Q.6, this may lead to PSC detention; unless Q.7 and Q.8 are YES.
- If answer to Q.6 is NO, Master must be able to verify compliance by continuing with the questionnaire.

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Q.7 - CIC on Tanker damage stability

Q.7 - Is there an on-board stability computer program that includes damage stability?

- Check if stability computer program is approved and certified by DNV (Loading Computer Certificate onboard).
- DNV's Loading Computer Certificate states if program is approved for damage stability control.
- If not approved by DNV, check if the program is approved by another Authority.
- If document of program approval is not onboard, contact Company or DNV for assistance.
- If answer to Q.7 is NO, this may lead to detention.
- If answer to Q.7 is YES, then the next question Q.8 will be asked.

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Q.8 - CIC on Tanker damage stability

Q.8 - Has the master verified an alternate loading condition by using the on-board stability computer program for carrying out damage stability checks?

- Master is able to verify damage stability for loading condition by using stability computer program.
- The printouts showing the loading condition should be filed as proof for compliance.
- If answer to Q.8 is NO, this may lead to detention.

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Abbreviations



DSB: Damage Stability Booklet

GM: Distance between Centre of Gravity and Metacentre

KG: Distance from Centre of Gravity to Keel

SIB: Stability Information Booklet

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