



Concentrated Inspection Campaign (CIC)

Tanker Damage Stability

The PSC regions of Paris MoU and Black Sea MoU have announced that a CIC on tanker damage stability shall take place from 1 September to 30 November 2010. The questionnaire that PSC Officer (PSCO) will be using in order to verify compliance has been recently published and can be obtained from Paris MoU web site: <http://www.parismou.org/>

Subject to this CIC are following type of ships that must comply with relevant mandatory stability requirements:

- Oil Tankers - MARPOL Annex I, Reg. 28
- Gas Tankers - IGC Code, Chapter 2
- Chemical Tankers - IBC Code, Chapter 2

PSCO will be checking that ships are provided with an approved stability information booklet (SIB) and that the actual loading conditions, as demonstrated by Master, are found to be in compliance with the approved SIB. It is expected that small deviations between actual and allowable conditions may be accepted (e.g. within 1% variation by weight in cargo and ballast tanks and 2 cm on GM/KG); but as to this date, the acceptable tolerances given to PSC officers are not known to us.

We have experienced that there are some uncertainties related to the questionnaire and have used the PSC Toolkit Wizard to further elaborate on the questions, which we hope can be useful for the master and officers onboard to ensure that they will be prepared for this campaign.



MANAGING RISK

DNV

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If PSCO is satisfied with questions no. 1-4, then it is anticipated that the ship is in compliance and the remaining questions (5-8) will not be applicable. Please note that if the answer is NO to any of the questions no. 1- 3 may result in detention. Further, it is assumed that depending on the combination of the results of the remaining questions, when applicable, there will be situations that may lead to detention.

In summary, master has to ensure compliance by:

- Loading the ship as per approved conditions in SIB or
- If loading conditions are deviating from those stated in the approved stability booklet, having written approval from flag or class or
- Assessing loaded condition against the allowable limit curves (covering damage stability) included in the SIB or
- Using an approved computer program able to perform damage stability calculations.

We would like to draw your attention that as the CIC will be conducted during a routine PSC inspection, the PSCO will check also other areas to his/hers discretion, including compliance with ISM code. As loading operations are considered key shipboard operations, the company should ensure that instructions and procedures in relation to stability are included in the Safety Management System (SMS). Further, if PSCO concludes that the ship is not loaded in accordance with damage stability requirements, this may be recorded as failure of the SMS and an internal/external audit may be required.

If you required further assistance for approval of loading conditions, please contact us as soon as possible in order that we may help you in good time prior to the commencement of the CIC.

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For further information, please contact your local DNV office or

Email: stability@dnv.com