



Date: October 21, 2015

To: Owners/Operators of Oil Tankers, Chemical Tankers and Gas Carriers

Subject: " Mandatory requirements for stability instruments on tankers, effective from 1st January 2016."

Reference: MARPOL Annex I, the IBC/BCH Code, IGC/GC Code, MEPC.248 (66), MSC.369 (93), MSC.376 (93), MSC.370 (93), MSC.377 (93) and MSC 93/22/Add.1 (Annex 13).

New requirements for onboard stability instruments applicable to new and existing tankers will be effective from 1st January 2016

MARPOL Annex I Ch.4, the IBC/BCH Code and the IGC/GC Code have all been amended, and require that new and existing tankers to be fitted with an approved stability instrument capable of verifying compliance with intact and damage stability requirements.

The new requirement is applies as follow:

- 1. New oil/chemical tankers constructed on or after 1 January 2016 and new gas tankers constructed on or after 1 July 2016** – at delivery.
- 2. Oil / chemical (and GC/EGC) tankers, Gas (IGC) tankers constructed before 1 January 2016** - at the first renewal survey on or after 1st January 2016, but no later than 1st January 2021.
- 3. Gas (IGC) tankers constructed before 1 July 2016** - at the first renewal survey on or after 1st January 2016, but no later than 1st January 2021.
- 4. Oil / chemical (and GC/EGC) tanker, Gas (IGC) tankers constructed before 1 January 2016** – at the first renewal survey on or after 1st January 2016, but no later than 1st January 2021. Ships carrying onboard stability instruments already approved and certified by a recognized organization, and capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration, may continue to use such instrument.

Alternatively, owners and operators can apply to their Flag Administration for a waiver if:

1. Tankers which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with loading and stability information booklet;



2. Tankers where stability verification is made remotely by a means approved by the Administration;
3. Tankers, which are loaded within an approved range of loading conditions;
4. Tankers constructed before 1 January 2016 and gas (IGC) tanker constructed before 1 July 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

The loading instrument (software) should have a Document of Approval from Class or from the Flag Administration, taking into account the performance standards recommended by the IMO (Part B, chapter 4 of the 2008 IS Code; Annex, Section 4 of the Circular MSC.1/Circ.1229; and the technical standards defined in part 1 of the Circular MSC.1/Circ. 1461).

Vessels are still required to carry approved stability documentation regardless of whether they are fitted with an approved stability instrument or not.

The forms of the IOPP supplement Form B, IBC certificate, BCH certificate, IGC certificate, GC certificate, EGC certificate have been amended to reflect those new provisions and the applicable waivers.

N&B Marine Consultants may assist you with the loading instrument (software) development and the associated approval process.

If you have any questions and/or concerns, please feel free to contact me directly at nbmarine@consultant.com, +1(504) 520-9540 or visit our web site at www.nbmarine-consultants.com

Respectfully Yours,

Myla Bobina
Principal Consultant/CEO