



SHIPS CLASSIFICATION MALAYSIA

SCM CIRCULAR

**TO SHIPOWNERS, SHIPYARDS, MASTERS,
AGENTS AND RELEVANT INTEREST PARTIES**



QUALITY MATTERS

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TITLE

STABILITY INSTRUMENT REQUIREMENT ON OIL TANKERS, CHEMICAL TANKERS AND GAS CARRIERS

To All Owners, Managers, Ship Builder and Designer of Malaysian Vessels,

1. MARPOL Annex 1 Ch 4, the IBC/BCH Code, and the IGC/GC Code were amended as per IMO Resolution MEPC. 248(66), MSC. 369(93), MEPC. 249(66), MSC.370(93) and MSC.377(93) respectively, requiring tankers to be fitted with an approved stability instrument capable of verifying compliance with both intact and damage stability requirements.
2. The above requirement is applicable to new and existing tankers (oil, chemical & gas) as follows:
 - i. New oil and chemical tankers constructed on or after 1st January 2016; at delivery.
 - ii. Existing oil and chemical tankers will have to fit a stability instrument by the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than 1 January 2021.
 - iii. New gas carriers constructed on or after 1 July 2016; at delivery.
 - iv. Existing gas carriers will have to comply by the first scheduled renewal survey of the ship on or after 1 July 2016 but not later than 1 July 2021.
 - v. Existing pre-IGC Code gas carriers will have to comply by the first renewal survey on or after 1 January 2016 but not later than 1 January 2021.
3. A stability instrument fitted on a ship constructed before 1 January 2016 need not be replaced provided it is capable of verifying both intact and damage stability to the satisfaction of the Administration.
4. For Port State Control purposes, a Document of Approval (DOC) issued by the Flag Administration, or an RO acting on its behalf, is required for confirmation of compliance.
5. Following ships are exempted from the above requirement of stability instrument;
 - i. Ships on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved.
 - ii. Ships where stability is remotely verified by a means approved by the Administration.
 - iii. Ships loaded within an approved range of loading conditions.
 - iv. Ships constructed before 1 January 2016, provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.
6. Ship Owners and Managers are advised to be guided by above and prepare in advance for the implementation of above requirements as approval of stability instruments requires time. Also crew members will need to be trained in the use of the stability instrument.

For further information you may contact:

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