



№ 3/CIRC/FSI

27 / January / 2021

To: All Owners, Managers and Representatives of Ships flying
Georgia Flag, Masters and Officers, Recognized Organizations,
Flag State Inspectors, Recognized Agents.

Subject : Intact Stability, Damage Stability and Strength of Vessels

Reference:

- International Convention for the Safety of Life at Sea (SOLAS), as amended;
- International Convention for the Prevention of Pollution from Ships (MARPOL), as amended;
- International Convention on Load Lines, as amended;
- International Code on Intact Stability, 2008 (2008 IS Code), as amended;
- Code of Safe Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code), 2011 Edition;
- IMO resolution MSC.377(93), adopted on 22 May 2014;
- IMO resolution MEPC.248(66), adopted on 4 April 2014;;
- IMO resolution MSC.370(93), adopted on 22 May 2014;
- IMO resolution MSC.369(93), adopted on 22 May 2014;
- IMO resolution MEPC.250(66), Adopted on 4 April 2014;;
- IMO resolution MSC.376(93), adopted on 22 May 2014;
- IMO resolution MEPC.249(66) Adopted on 4 April 2014;
- IMO Circular MSC.1/Circ.1400, Adopted on 27 May 2011;
- IMO Circular MSC/Circ.1108, Adopted on 25 May 2004;
- Maritime Code of Georgia;
- Order N 16 dated December 1 of the Director of LEPL Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia on the approval Technical Standards and the Safety Rules for Yachts (YACHT CODE);

NOTE: This circular withdraws and replaces MTA Circular № 4/CIRC/FSI from January 28, 2015

1. Introduction:

1.1 The International Maritime Organization (IMO) has published various instruments on intact stability, damage stability, longitudinal strength, and damaged structural strength. This circular clarifies the requirements on these subjects and summarizes the related recommendations that contain many of the details necessary for compliance. The intact and damage stability requirements are currently adopted by the IMO, **which are entered into force from 01, January, 2021.**

2. Purpose:

2.1 The purpose of this Circular is to inform that new requirements concerning the intact and damage stability to all Owners, Managers and Representatives of Ships flying Georgia Flag, Masters and Officers, Recognized Organizations, Flag State Inspectors, Recognized Agents, appointed surveys.

3. Application:

3.1 This circular applies to all ships of 24 metres and more in length, as identified in the Intact Stability (IS) Code, and also applies to yachts of 24 metres and more in length, in accordance with "Technical Standards and Safety Rules for Yachts" (GEORGIA YACHT CODE).

4. Definitions:

4.1 The following words used throughout of this Circular “Approval” or “Approved” shall mean the approval by the Recognized Organization, (hereinafter referred as “RO”) which are exercising their power through delegated authority under written agreement with Maritime Transport Agency of Georgia (hereinafter referred as “MTA”), in respect to the statutory certification and services as per IMO instruments.

5. Stability Booklet:

5.1 In accordance with SOLAS Regulation II-1/5-1, that the Master of every ship be supplied with sufficient information enabling him/her to obtain accurate guidance as to the stability of the ship under varying conditions of service. The Administrator requires a copy of the stability information to be furnished directly to the RO.

5.2 According to IS Code, each ship is required to be provided with a Stability Booklet, approved by the Administrator, which contains sufficient information to enable the Master by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service.

5.3 The approval of the Stability Booklet and filing of stability information by the RO with which the ship is classed shall be deemed to satisfy the agency requirements and actions described in sanction 5.1 and 5.2 of this circular.

5.4 The Stability Booklet requirements for Yachts, are covered in “Technical Standards and Safety Rules for Yachts” (GEORGIA YACHT CODE).

6. IMO Resolutions requiring the carriage of a stability instrument:

6.1 IMO Resolution MEPC.248(66), Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 - Amendments to MARPOL Annex I (Mandatory carriage requirements for a stability instrument), adopted 4 April 2014, applies to oil tankers and amends regulations 3, 28, and Appendix II of MARPOL Annex I.

6.2 IMO Resolutions MEPC.249 (66), Amendments to the Code for the Construction and Equipment of Ships carrying dangerous chemicals in bulk (BCH Code), adopted 4 April 2014, and Resolution MSC.376 (93), Amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code), adopted 22 May 2014, both amend the BCH Code as that Code is mandatory under both SOLAS and MARPOL. Both apply to all vessels subject to the BCH Code and both revise subparagraph 2.2.1 of Chapter II, Part A, of the BCH Code.

6.3 IMO Resolutions MEPC.250 (66), Amendments to the International Code for the Construction and Equipment of Ships carrying dangerous chemicals in bulk (IBC Code), adopted 4 April 2014, and MSC.369 (93), Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), adopted 22 May 2014 both amend the IBC Code as that Code is mandatory under both SOLAS and MARPOL. These two resolutions add new subparagraphs 2.2.6 and 2.2.7 to the IBC Code regarding the carriage of a stability instrument for those vessels subject to this Code.

6.4 IMO Resolution MSC.370 (93), Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), adopted 22 May 2014, completely replaces the text of the IGC Code and is mandatory under SOLAS. This circular only addresses that part of the IGC Code that covers the carriage of a stability instrument, section 2.2, as well as paragraph 6 of the Certificate of Fitness which covers items regarding the stability instrument.

6.5 IMO Resolution MSC.377 (93), Amendments to the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code), adopted 22 May 2014, Subparagraphs 2.2.4 and 2.2.5 have been added to the GC Code, and paragraph 6 of the Certificate of Fitness therein has been revised.

7. On-board Stability Instrument of the various type of ships:

7.1 various type of ships are required to carry a stability instrument on board, capable of verifying compliance with intact and damage stability requirements and be approved by the RO, acting on behalf of the MTA having regard to the performance standards recommended by the Organization. The timetable for compliance with this requirement is as follows:

- Vessels constructed on or after 01 January 2016 (01 July 2016 for vessels subject to the IGC Code) shall comply.
- Vessels constructed before 01 January 2016 shall comply at the first scheduled renewal survey after 01 January 2016, but in no event later than 01 January 2021.
- For vessels subject to the IGC Code, the compliance dates are six months later, (01 July 2016 and 01 July 2021 respectively).

7.2 Oil Tankers: Per Resolution MEPC.248 (66), all oil tankers shall be fitted with a stability instrument in accordance with the schedule presented in section 7.1 of this circular, and be approved by the RO, acting on behalf of the MTA, shall issue a document of approval for the stability instrument. In addition, new items regarding the stability instrument have been added to the IOPP Certificate and Supplements, Form B.

7.3 IGC Code Ships: according to IMO Resolution MSC.370 (93), section 2.2 of the revised IGC Code, all ships subject to the IGC Code shall be fitted with a stability instrument in accordance with the schedule presented in section 7.1 of this circular, and be approved by the RO, acting on behalf of the MTA, shall issue a document of approval for the stability instrument. Paragraph 6 of the Certificate of Fitness covers items regarding the stability instrument.

7.4 Passenger Ships: according to IMO Circular MSC.1/Circ.1400 strongly recommends that all passenger ships have at least two independent stability computers installed on board, capable of processing the data and providing the necessary information to the Master.

7.5 GC Code Ships: according to IMO Resolution MSC.377 (93), all ships subject to the GC Code and, per Annex 13 of the Report of the MSC on its 93rd Session, all ships subject to the EGC Code, shall be fitted with a stability instrument in accordance with the schedule presented in section 7.1 of this circular, and be approved by the RO, acting on behalf of the MTA, shall issue a document of approval for the stability instrument. This resolution added new items on the stability instrument to the Certificate of Fitness in the GC Code.

7.6 BCH Code Ships: Per Resolutions MEPC.249 (66) and MSC.376 (93), all ships subject to the BCH Code shall be fitted with a stability instrument in accordance with the schedule presented in section 7.1 of this circular, and be approved by the RO, acting on behalf of the

MTA, shall issue a document of approval for the stability instrument. This resolution added new items on the stability instrument to the Certificate of Fitness.

7.7 IBC Code Ships: Per Resolutions MEPC.250 (66) and MSC.369 (93), all ships subject to the IBC Code shall be fitted with a stability instrument in accordance with the schedule presented in section 7.1 of this circular, and be approved by the RO, acting on behalf of the MTA, shall issue a document of approval for the stability instrument. This resolution added new items on the stability instrument to the Certificate of Fitness.

8. Damage Stability:

8.1 In accordance with SOLAS Regulation II-1/4, damage stability requirements apply to all ships of 80 meters in length and upwards, and all passenger ships regardless of length. In addition, IMO Circular MSC.1/Circ.1461 includes guidelines for the verification of damage stability requirements for tankers, including oil tankers, chemical tankers, and gas carriers; and addresses training for persons engaged in damage stability verification.

8.2 Yachts are required to comply with the relevant sections on damage stability of the Technical Standards and Safety Rules for Yachts” (GEORGIA YACHT CODE).

9. Longitudinal Strength:

9.1 In accordance with regulation 10 of Chapter II of the Load Line Convention, the Master of every ship shall be supplied with information to arrange for the loading and ballasting of his or her ship in such a way as to avoid the creation of any unacceptable stresses in the ship's structure, provided that this requirement need not apply to any particular length, design, or class of ship where the Administrator considers it to be unnecessary.

9.2 For any ship that carries cargo in bulk, the sequence of loading and discharging cargo affects overall strength and must be monitored during such operations. In accordance with regulation 7.3 of Chapter VI of SOLAS Convention, the Master and terminal representative shall agree on a plan to ensure that the permissible forces and moments on the ship are not exceeded during loading or unloading of any solid bulk cargo. The approved loading manual for the vessel should contain typical loading and unloading loading sequences, as well as part load conditions that may be relevant. The use of a loading instrument is highly recommended to monitor actual hull bending and shear stresses during loading and unloading sequences.

9.3 IMO Circular MSC.1/Circ.1108 provides guidance for assessing the longitudinal strength of bulk carriers during loading, unloading, and ballast water exchange operations. The Code of Safe Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code) recommends that loading and unloading plans be jointly reviewed by the Master and terminal personnel prior to start of any loading/unloading operations, and that such operations are then carefully followed, to insure that the entire sequence stays within the stress limits of the ship. IMO Resolution MSC.238 (82) added grain carriers to the ships covered by this Code of Safe Practice.

9.4 In accordance with 11.2 of the International Safety Guide for Oil Tankers and Terminals (ISGOTT) provides guidance for loading and discharging tankers, including ballast operations, to keep shear forces and bending moments within prescribed limits.

10. Contact Details:

10.1 Recognized Organizations, Shipowner, ship operator or Management Company of a ship flying the Georgian flag, may contact on below information for Additional consultations and assistance.

LEPL – Maritime Transport Agency of Georgia
Ships Registry and Flag Control Department
Tel: +995 (422) 274925
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Director

SIGNED/SEALED
ELECTRONICALLY 

Tamar Ioseliani

