

Isle of Man Ship Registry Manx Shipping Notice



Commercial Yachts – Intact & Damage Stability

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1. Introduction

Compliance with the Large Yacht Code stability criteria at all times is fundamental for the safe operation of a yacht. It is the Master's responsibility to ensure that the criteria is fulfilled at all times.

Every Commercial Yacht has an 'Approved' Stability Booklet. Intact Stability approval is required for all yachts. Damage Stability approval is required for yachts trading in excess of 60 nautical miles from a safe haven.

It is important that when a yacht is refitted or modified in any way, a record of the weight changes is maintained in the yachts stability booklet and where necessary (as defined in REG Yacht Code part A. 11.5.3) the yacht is re-inclined.

2. Initial Determination of Lightship Displacement and Centres of Gravity

Every commercial yacht, regardless of size, should be inclined upon its completion and the lightship and centres of longitudinal/vertical gravity determined. The inclining test should be carried out when the vessel is complete or at a time where weights on and off can be accurately determined.

The inclining test should be carried out in accordance with a procedure agreed by the Naval Architect and the Class/Flag State surveyor in attendance. All weights on and off, and their positions, should be agreed by all parties at this stage.

Guidance on the determination of lightship displacement and centres of gravity / inclining test can be found in the Intact Stability (IS) Code, IMO Resolution A. 749(18) as amended.

3. In Service Lightship and Longitudinal Centre Checks

REG Code Part A 11.5.4 states "unless it can be clearly demonstrated that no major change has occurred, a lightweight survey shall be carried out at the renewal survey".

'Clearly demonstrated that no major change has occurred' means an attestation, from either the yacht's master or management company (who has been responsible for vessel's operation since the last lightweight survey or inclining experiment), has been provided.

At the Renewal Survey for the 'Certificate of Compliance for a Large Charter Yacht' the attestation will be reviewed by the attending surveyor. If the attestation has been completed and the changes are considered to be only minor, a lightweight survey will not be required.

If it is considered by the surveyor that the changes could have an impact on the yacht's stability or if changes have been made and have not been recorded, further investigation will be necessary and a lightweight survey may be required.



'Minor' refers to being below the tolerances stated in REG Code Part A 11.5.3

This lightweight survey should be conducted by an independent Naval Architect and witnessed by a Class or Flag State surveyor as part of the Renewal Survey for the 'Certificate of Compliance for a Large Charter Yacht'.

To assist Masters with changes to the lightship displacement and the longitudinal centre of gravity, a detailed note of changes to the vessel should be maintained in the Stability Booklet, noting items of equipment and material changes to the yacht with accurate determined weights and centres of items added or removed.

If the results from the lightweight survey are within the tolerances set out in REG Code Part A 11.5.3 then the approved lightweight survey report should be appended to the existing approved SIB onboard for future reference. The existing approved SIB will remain valid.

If the results from the lightweight survey are outside the tolerances set out in REG Code Part A 11.5.3 then an inclining experiment should take place at the earliest opportunity and a new stability information booklet submitted for approval. Subject to special consideration (i.e. adequate stability safety margin, temporary implementation of loading or voyage restrictions) a suitable time frame for the new inclining experiment to take place may be agreed with the vessel's Classification Society and IOMSR.

If the time frame to have the inclining experiment and associated new approved SIB onboard is more than 6 months (but less than 12 months) from the date of the lightweight survey, then departure and arrival loading conditions (showing compliance with the intact and damage criteria, as applicable) with the weight growth and movement should be submitted for approval by the vessel's Classification Society for appending to the existing approved SIB onboard.

Where there is any doubt as to the intact stability of the yacht then the yacht should be re-inclined to ensure correct figures are determined and used and a new Stability book produced and approved.

4. Damage Stability

Changes to the lightship, the longitudinal centre of gravity and vertical centre of gravity will also affect the damage stability of the yacht.

The damage stability should be re-assessed using the updated figures for lightship displacement, the longitudinal centre of gravity and the vertical centre of gravity to confirm that the yacht still passes the damage stability criteria.



Reference Material:

Documents referred to in this MSN:

- REG Yacht Code
- Intact Stability (IS) Code, IMO Resolution A. 749(18)

Most Regulations and notices are available on the Isle of Man Government website:

www.iomshipregistry.com or by contacting marine.survey@gov.im

Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from ship to ship. You should consider seeking independent legal advice if you are unsure of your own legal position.

