

## ANNEX II

### SPECIAL NOTES REGARDING STABILITY OF RO-RO PASSENGER SHIPS OF CLASSES III TO VI(A)

The following notes are to be included in the Stability Information Book,

#### 1. Compliance with Stability Criteria

1.1 Compliance with intact and damage stability criteria has been investigated and calculations have been carried out for different draughts and trims. The summary of the results are shown as maximum KG (fluid) \* curves on pages [ ].

1.2 WARNING. The KG (fluid) \* for any load and trim condition MUST always be below the value shown on the corresponding trim curve at the relevant draught in order that intact and damaged stability criteria are satisfied. Otherwise excessive heeling may result after damage.

1.3 It is important to note that the effect of the position of the Vertical Centre of Gravity of the cargo on the loading condition KG may be considerable.

#1.4 For this ship, the accepted method of determining the position of the Vertical Centre of Gravity and the Vertical Moments of Weights of Vehicles /Cargo is as shown on pages [ ].

#1.5 This method is to be used at all times when loading condition calculations are carried out.

#1.6 Before sailing the actual loading condition must be calculated. A Step by Step Guide for this calculation is given on pages [ ].

1.7 The master's attention is drawn to the contents of Merchant Shipping Notice No 1361 - "Dangers of Flooding". The master must also be aware of the adverse effect that water trapped on the Vehicle Decks has on stability, for example when the drencher system is operated. Therefore it must be ensured that the drainage scuppers on the Vehicle Decks are always clear of obstructions, rubbish etc and free at all times for operation.

#### Stability and Freeboard during Loading and Unloading

1.8 The Master's attention is drawn to the stability and freeboards required to be complied with during the process of loading and unloading in order that this may be carried out safely; pages [ ] refers.

## **2. General Precautions against Capsizing**

2.1 As per 2.1 in Annex I.

2.2 As per 2.2 in Annex I.

2.3 As per 2.3 in Annex I.

2.4 As per 2.4 in Annex I.

## **3. Closing of Openings in Hulls and in Watertight Bulkheads**

### **3.1 Watertight Doors**

As per 3.1 in Annex I.

### **3.2 Portable Plates, Manholes and Hatches**

As per 3.2 in Annex I.

## **4. Geared Valves**

A list of valves essential to maintain the integrity of watertight subdivision or to effect cross-flooding, are detailed on the damage control plan.

## **5. Bow, Side and Stern Doors on Decks**

The Bow, Side and Stern doors MUST be closed and secured weathertight before the ship leaves the berth or, if impractical, within one ship length and MUST be kept closed during navigation. The KG (fluid) \* curves on pages [ ] assume that these doors are closed weathertight. The Curves are invalid if these doors are open (see Operating Instructions for the Closure of openings in Enclosed Superstructures on pages [ ]).

## **6. Additional Notes Applicable to the Loading of the Ship**

### **6.1 Stability Computer**

# This vessel has on board a Stability Computer which carries out calculations of loading conditions by using the method and particular option chosen, pages [ ] refers.

### **6.2 Calculation of Loading Conditions**

This ship has approved loading conditions in accordance with the Regulations. Actual loading condition are not required to be calculated prior to departure provided that:-

6.2.1 The Master ensures that the actual loading condition corresponds closely with, or is not inferior to, one of the conditions in this booklet.

6.2.2 A record of the condition number, with which the actual loading condition corresponds, is made in a book specially retained on board for that purpose, eg by completing columns 1 to 5 and 21 to 25 of Form AFS/72, or recording the condition in the deck log book.

6.2.3 If a sailing condition does not correspond closely with any of the approved conditions in this booklet, a calculation of the actual loading condition is to be carried out in accordance with the guidance given on pages [ ]

- # Delete if not applicable
- \* when GM envelope curves are adopted, replace with GM (fluid)
- \*\* when GM envelope curves are adopted, replace with "above"