

ANNEX I

SPECIAL NOTES REGARDING STABILITY FOR PASSENGER SHIPS CLASSES III TO VI(A), EXCLUDING RO-RO SHIPS

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 page [].

#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 In accordance with Regulation 30 of the 1998 Merchant Shipping (Passenger Ship Construction: Ships of Classes III to VI(A) Regulations equivalent intact stability criteria have been adopted for this ship.

2. General Precautions against Capsizing

2.1 Compliance with the requirements as regards maximum KG (fluid)* information shown on page[] does not ensure immunity against capsizing regardless of the circumstances or absolve the master from his responsibilities. Masters should therefore exercise prudence and good seamanship having regard to the season of the year, weather forecasts and the navigational zone and should take the appropriate action as to speed and course warranted by the prevailing circumstances.

#2.2 Care should be taken to ensure that the cargo allocated to the ship is capable of being stowed so that compliance with the KG (fluid)* requirements can be achieved. If necessary, the amount of cargo should be limited to the extent that ballast weight may be required.

#2.3 Before a voyage commences care should be taken to ensure that the cargo and sizable pieces of equipment have been properly stowed or lashed so as to minimise the possibility of both longitudinal and lateral shifting while at sea, under the effect of acceleration caused by rolling and pitching.

#2.4 If cargo is to be carried, a condition must be investigated to ensure that the resulting KG is below ** the envelope curve shown on page []. The method of calculating a condition is shown on page []

3. CLOSING OF OPENINGS IN HULLS AND IN WATERTIGHT BULKHEADS

3.1 Watertight Doors

All watertight doors are to be kept closed at sea except those which on instructions from the Captain are allowed to be opened (see Operational Instructions for the control of watertight doors in Part 3 of the Instructions to Surveyors for passenger ships of Classes I to II(A)). In case of damage, all the watertight doors MUST be closed immediately.

3.2 Portable Plates, Manholes and Hatches

All portable plates, manholes and hatches serving spaces below the main deck are to be effectively closed and secured watertight, or weathertight where applicable, before the ship leaves port and are to be kept closed during navigation, unless specifically authorised to be opened by the Captain. The times of opening and closing of any closing devices are to be entered in the official log as required by the Regulations.

- # delete if not appropriate
- * when GM envelope curves are adopted, replace with GM (fluid)
- ** when GM envelope curves are adopted, replace with "above"