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SCMS Owners Advice Note 002

SCMS Guidance on Stability Books, Inclining Experiments and Lightship Checks

This guidance applies to vessels which require a stability book and those vessels for which a stability book is not required but is submitted on a voluntary basis.

1. Details of the inclining experiment/lightship check should be submitted to SCMS HQ prior to conducting:
 - Details of naval architect conducting.
 - Details of SCMS witness if applicable.
 - Details of the nature of the inclining weights (use of water in containers or within ballast tanks is not permitted).
 - Details of how heel angle is to be measured (pendulum, inclinometer etc..).
2. A lightship check with VCG assigned at deck level in lieu of an inclining must be agreed by SCMS HQ in advance.
3. An inclining experiment must be conducted by a qualified naval architect. *SCMS may accept an inclining carried out by a competent person who is not a qualified naval architect for those persons who have already been approved by the SCMS but applications for non-naval architects to conduct inclining experiments will not be approved after this guidance comes into force.*
4. A lightship check may be conducted by a qualified naval architect or a by a person who is deemed competent by suitable experience and agreed by SCMS HQ in advance.
5. There must be an approved representative/witness of the SCMS present at each inclining and lightship check. A stability book submitted without SCMS involvement (other than under clause 13) will be rejected.
6. If the person conducting an inclining or lightship check is a qualified naval architect who is also an SCMS approved authorised examiner then no SCMS witness is required unless:
 - the vessel is operating in Category 0 or 1 waters; or
 - the person conducting is an employee of either the builder or designer.
7. If the person conducting an inclining or lightship check is not an SCMS approved authorised examiner then an approved SCMS witness must be present.

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8. There must be no conflict of interest between the person conducting and the SCMS witness i.e. the SCMS witness must not be an employee of the same company as the person conducting. *This requirement may be relaxed for SCV Code or original WB Code with the approval of SCMS HQ in advance unless the vessel is operating in Category 0 or 1 waters.*
9. Where a minor alteration to a stability book is submitted (i.e. the change in lightship displacement and LCG are no more than 2% and 1% respectively) then the weights and their positions are to be checked and verified by attendance.
10. A vessel wishing to upgrade to operate in Category 0 or 1 waters which has an approved SIB will not be able to upgrade unless the original inclining/lightship check was witnessed by an SCMS approved person, MCA or Class.
11. The maximum validity of a stability book is 15 years (from the date of the inclining) at which time if required by SCMS HQ it must be verified by means of a lightship check. Should a vessel fail the lightship check then a new stability book by means of an inclining experiment will be required.
12. A new stability book by means of an inclining experiment will be required for a vessel, even if the actual change would be within 2% displacement and 1% LCG, where:
 - a crane or lifting device is fitted on a vessel which previously did not have one fitted; or
 - where the load-radius of the new crane is greater than the crane it replaced.
13. Stability books approved by Class, MCA and other Certifying Authorities will continue to be accepted subject to a due diligence process until such times as there is a change to the vessel or clause 10. applies at which time this Policy will apply in full.
14. SCMS HQ may vary this guidance or consider proposals on a case by case basis.

Note

This guidance will be made public on our website