



DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA
MERCHANT SHIPPING SECRETARIAT
MINISTRY OF PORTS AND SHIPPING

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Notice to All Ship-Owners, Operators, Training Institutes, Masters of Sri Lankan Flagged Ships, and Recognized Organizations.

Stability and Trim Information to be Supplied to the Master

References: (a) International Load Line Convention (1966), Chapter II, Regulation 10
(b) SOLAS 1974 as amended Chapter II-1, Regulation 22

1. Applicability

The requirements are applied to all Sri Lankan flagged vessels.

2. Requirements

2.1 The Master of every ship “shall be supplied with sufficient information in an approved form to give him guidance as to the stability of the ship under varying conditions of service, and a copy shall be furnished to the Merchant Shipping Secretariat (MSS).”

2.2 For the purpose of complying with these requirements, the term “in an approved form” shall mean approved by the approved Classification Society with which the ship is classed, authorized to act on behalf of the Government of the Sri Lanka.

2.3 A copy of the stability information is required to be furnished to the MSS under the above paragraph 2.1, the filing of such information with the Classification Society with which the ship is classed shall be deemed to be in compliance with the paragraph 2.1.

2.4 New carriage requirements for a stability instrument on tankers was entered into force on 1st of January 2016. MARPOL Annex I, the IBC/BCH Code and the IGC/GC Code/Existing GC Code have been amended, requiring that new and existing tankers shall be fitted with an approved stability instrument capable of verifying compliance with intact and damage stability requirements.

3. Required Log Book Entries

3.1 The Master shall enter into the vessel's deck log book prior to the vessel's departure from her loading port or place:

- a. a statement of the load line marks applicable to the voyage;
- b. a statement of the position of the load line mark, port and starboard, at the time of departure from such port or place; and
- c. the actual drafts of the vessel, forward and aft, as nearly as the same can be ascertained, at the time of departing from such port or place.

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