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# SC155 Lightweight check in lieu of inclining test

(June 2000)

(Rev.1

Feb 2008)

(Rev.2

Feb 2010)

## Regulation II-1/22

### *Stability information for passenger ships and cargo ships*

1. Every passenger ship regardless of size and every cargo ship having a length, as defined in the International Convention on Load Lines in force, of 24 m and upwards, shall be inclined upon its completion and the elements of its stability determined. The master shall be supplied with such information satisfactory to the Administration as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service. A copy of the stability information shall be furnished to the Administration.
2. Where any alterations are made to a ship so as to materially affect the stability information supplied to the master, amended stability information shall be provided. If necessary the ship shall be re-inclined.
3. At periodical intervals not exceeding five years, a lightweight survey shall be carried out on all passenger ships to verify any changes in lightship displacement and longitudinal centre of gravity. The ship shall be re-inclined whenever, in comparison with the approved stability information, a deviation from the lightship displacement exceeding 2% or a deviation of the longitudinal centre of gravity exceeding 1% of  $L$  is found or anticipated.
4. The Administration may allow the inclining test of an individual ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the exempted ship can be obtained from such basic data, as required by paragraph 1.
5. The Administration may also allow the inclining test of an individual ship or class of ships especially designed for the carriage of liquids or ore in bulk to be dispensed with when reference to existing data for similar ships clearly indicates that due to the ship's proportions and arrangements more than sufficient metacentric height will be available in all probable loading conditions.

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#### Note:

1. This UI SC155 is to be uniformly implemented by IACS Members and Associates from 1 January 2001.
2. Revision 1 is to be uniformly implemented by IACS Members and Associates to ships that are contracted for construction, or to ships which commence conversions, on or after 1 April 2008.
3. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.
4. Revision 2 is to be uniformly implemented by IACS Members and Associate to ships that are contracted for construction, or to ships which commence conversions, before 1 July 2010.

**SC155 Interpretation**

(cont)

Unless advised otherwise by the Flag Administration, MSC/Circ.1158 shall be applied to determine the lightship characteristics of a ship under SOLAS 74/78, as amended. Where it is determined that the tolerances in MSC/Circ.1158 are exceeded, the Administration shall be contacted to determine the acceptability of such a deviation.

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