



Oil Companies International Marine Forum

# Offshore Vessels Inspection Database (OVID)

## OVIQ

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| Report Number      | XNLR-4597-8496-4419              |
| Report Template    | OVIQ2 (7105)                     |
| Vessel Name        | SMS Valiant                      |
| IMO Number         | 9581394                          |
| Date of Inspection | 16 Sep 2015                      |
| Port of Inspection | Kali Baru Jetty Marunda, Jakarta |
| Inspecting Company | Chevron Shipping Co. LLC         |

## NOTES TO MASTER

The contents in this booklet are compiled to provide sufficient data and information for the Master at his convenience to determine the desired scheme of loading.

It is therefore important that all cargoes, fuel oil, fresh water, ballast water, etc. are to be loaded with consideration to the proper trim and stability, and the distribution of the load in a well controlled manner so as to enable the vessel to navigate under favourable stress conditions.

In this booklet several standard loading conditions are provided, but for any other loading condition, the Master is expected to carry out his own calculations in regard to the trim and stability of the vessel for compliance with the Stability Criteria stated in this booklet.

When loading cargo, attention should be paid to the need for maintaining the freeboard at the stern of having regard to the safety of the crew working on deck and also to the adverse effect of trim by the stern on the stability of the vessel.

All doors and hatches etc., opening on to the exposed cargo deck should be kept closed and secured at sea (except for access) and it should be ensured that the disposition of the deck cargo does not impede the operation of these fittings.

When loading deck cargoes, care should be taken to avoid any obstruction of the freeing ports or areas necessary for the drainage to the freeing ports.

When cargo is discharged at sea, great care must be taken to maintain the vessel in a stable condition during the discharging operation. Attention should also be paid to the trimming of the vessel during unloading: -

- a) It should be noted that when liquid cargo is to be discharged, as soon as pumping commences, a full free surface will exist in those tanks being pumped and the effect of this on the stability of the vessel should be taken into account.
- b) When a tank is to be ballast at sea to counteract the removal of cargo from the vessel, it should be noted that: -
  - (i) The tank will have a complete free surface as soon as filling commences and
  - (ii) That this free surface will adversely affect the stability of the vessel.

NOTES TO MASTER - cont'd

It is therefore most important that before any filling commences, a quantity of the highest deck cargo should be unloaded to lower the vertical centre of gravity of the vessel.

Similar precautions should be adopted when loading cargo at sea.

Where port and starboard tanks are cross connected, such connections should be closed when the vessel proceeds to sea to avoid significant reduction in stability.

Tanks containing slack liquids should be kept to a minimum.

Compliance with the stability criteria stated in this booklet 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.

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