Application for Stability Category Allocation

For Non-Inflatable Monohull Motor Vessels
Intended for Operation in Categories 2, 3, 4, 5 or 6
Not Carrying More Than 15 Persons
Not Carrying More Than 1000kg of Cargo
Not Engaged in Lifting or Towing

1. DETAILS OF OWNER or MANAGING AGENT

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>POST CODE</th>
<th>TELEPHONE</th>
<th>MOBILE</th>
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DETAILS OF OWNER (if not listed above)

<table>
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<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>POST CODE</th>
<th>TELEPHONE</th>
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2. DETAILS OF VESSEL

<table>
<thead>
<tr>
<th>NAME</th>
<th>BUILDER</th>
<th>LENGTH m</th>
<th>DESIGN/MODEL</th>
<th>HIN</th>
<th>BEAM m</th>
</tr>
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<tbody>
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IS THE BOAT TO BE USED IN AREAS OF ICE ACCRETION? YES/NO

INTENDED AREA OF OPERATION 2, 3, 4, 5 or 6

INTENDED NUMBER OF PERSONS (Crew and Passengers)

INTENDED WEIGHT OF CARGO IN ADDITION TO PERSONS (including any diving gear) kg

"Cargo" for the purpose of the Code means all items which are transported by the vessel except fuel for the vessel, ballast (either solid or liquid), consumables to be used onboard, permanent outfit and equipment of the vessel, stores and spare gear for the vessel, crew and their personal baggage and passengers and their personal baggage, and activity related equipment;
3. STABILITY AND BUOYANCY ASSESSMENT

The vessel may be assessed either by submission of ISO 12217 Part 1 data (3A), or by test (3B).

3A - ISO 12217 PART 1 DATA METHOD (Code section 11.4.5)

Code Stability Category Allocations using ISO 12217 Part 1 needs to be validated by the RYA. To achieve this the RYA will require ISO 12217-1 assessment reports, calculations and data sheets in respect of the design of vessel from the model’s Test House or Notified Body. This information is normally made available from the builder. Once validated the RYA will list the model on its stability website list. This may be viewed at www.rya.org.uk/technical/standards/stabilitydata/. Each model listed will be detailed with an ID number. Provided the boat requiring Stability Category Allocation is the same as that listed, including engines and crew/persons number, then an Owner/Agent may apply for Code Stability Category Allocation by quoting the ID number and completing the declaration below in Section 4.

<table>
<thead>
<tr>
<th>Name of listed Model</th>
<th>ID number of listed model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Engines</td>
<td>Make and Model</td>
</tr>
</tbody>
</table>

3B - TEST METHOD

3B.1. ALL BOATS - Upright & Heel Tests (Code Section 12.2.2 & 11.4.1)

Tests carried out at ___________________________ Date ____________

Number of persons supported by the boat __________________________

Weight of cargo in addition to weight of persons, engine and fuel supported by the boat __________________________ kg

Upright Test - With the vessel fully loaded (including liferaft or equivalent weight) and all persons (or equivalent weight at 75kg each) assembled about the centreline and with ALL cargo aboard in its operational location, record.

Minimum freeboard to lowest part of deck or to gunwale in open boats __________________________ mm

Heel Test, No Cargo - With the vessel fully loaded as above but with all persons, except the helmsman, along the side and with NO cargo aboard, the vessel shall be heeled both to port and starboard and the following recorded.

Minimum freeboard to lowest part of deck To port mm To starboard mm

Either Maximum heel angles: To port degrees To starboard degrees

Or Maximum pendulum deflections: To port mm To starboard mm

with length of pendulum: Length mm

Heel Test with Cargo - With the vessel fully loaded as above with all persons, except the helmsman assembled along the side but with ALL cargo aboard in its operational location, the vessel shall be heeled both to port and starboard and the following recorded.

Minimum freeboard to deck To port mm To starboard mm

Either Maximum heel angles: To port degrees To starboard degrees

Or Maximum pendulum deflections: To port mm To starboard mm

with length of pendulum: Length mm

3B.2. BOATS OF Over 15m Length - GM Calculation (Code Section 11.4.2)

Displacement of empty vessel with engine and fuel __________________________ kg

Average distance of persons from the centreline during No Cargo heel test __________________________ mm
3B.3. OPEN BOATS - Swamp Test (Code Section 11.4.4)

Either

1. **Demonstration**

Swamp test carried out at ____________________________ Date

Number of persons supported by the swamped boat __________________________

Weight of cargo in addition to persons, engine and fuel weight supported by the swamped boat __________________________ kg

Or

2. **Calculation**

Calculations are enclosed showing the number of persons supported by the swamped boat __________________________

and cargo, in addition to persons, engine and fuel __________________________ kg

4. **DECLARATION**

I certify that the information given is accurate to the best of my knowledge. Also, if Method 3A is used, that the boat is of the specified standard production model without any modification that would effect its stability and/or buoyancy. If I make changes to the vessel or discover any of the information to be incorrect, I will notify the RYA.

I am happy for the RYA to publish the above stability data. YES/NO

SIGNED __________________________ DATE __________________________

NAME __________________________

Note: It is recommended that a copy is kept by you for future reference.
Guidance Notes for Motor Vessel Heel Test

Boat shown heeled to Starboard
This should be repeated with the boat heeled to port

The diagram assumes the freeboard is to deck end

Extract from Application Form

<table>
<thead>
<tr>
<th></th>
<th>To port</th>
<th></th>
<th>To starboard</th>
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</thead>
<tbody>
<tr>
<td>Minimum freeboard</td>
<td></td>
<td>αp mm</td>
<td>αs mm</td>
</tr>
<tr>
<td>Maximum heel angles:</td>
<td></td>
<td>θp degrees</td>
<td>θs degrees</td>
</tr>
<tr>
<td>Maximum pendulum Deflections:</td>
<td></td>
<td>βp mm</td>
<td>βs mm</td>
</tr>
<tr>
<td>Length of pendulum:</td>
<td>Length</td>
<td>λ mm</td>
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