The Head of the Netherlands Shipping Inspectorate

Declares that the following (regularly updated) modules of the PIAS program :

- 2a   Calculation of hydrostatics, cross curves and Bonjean data
- 2b1   Input of loading conditions and calculation of intact stability
- 2d   Integrated calculation of loading conditions for intact stability
- 2e1/e2/e3   Input of tanks and compartments and calculation of tank data
- 2f1   Floodability and damage stability
- 2g   Input contour and calculation of windmoments
- 2h   Calculation of maximum allowable VCG'
- 2i   Calculation of maximum allowable grain heeling moments (SOLAS 1974)
- 2j   Calculation of stabilitycoëfficients for container vessels on the river Rhine
- 2m   Calculation of grainmoments
- 2n   Maximum allowable VCG' for damaged condition
- 2p1/p2/p4   Probabilistic damage stability according to IMO MSC 19(58)
- 2s/s1   Hopper stability calculation incl. the effect of spilling of cargo and pooring in the water
- 2u1/u2   Probabilistic damage stability calculation according to IMO A265 for passenger vessels
- 2v1   Intact and damage stability calculation including the actual shift of COG's of liquid tank contents
- 2x   Tanksounding etc., taking into account actual list and trim

can be accepted by this Inspectorate for the execution of stability calculations as required by the Netherlands Shipping Order 1965 ('Schepenbesluit 1965') under the following conditions.

This acceptance is given in the understanding that the Netherlands Shipping Inspectorate reserves the right to require checktests to be made at any time when she considers such necessary.
This acceptance is valid until withdrawn but no longer than January 1st 2006.

Rotterdam, March 9th 2001

Head of the Netherlands Shipping Inspectorate,
on behalf,
Head Policy Support and Advice (b.o.)

B.F.M. Joormann
Manager Plan Approval Department