

CCS 通 函

Circular

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To: CCS Ship Surveyors, Plan Approval Centers, Marshall Islands Ship Owners and Managers、related shipyards, designers

Marine Notice No. 2-011-41 (Rev.11/11) of the Maritime Administrator International Registries, Inc. (IRI)

Procedure for Sea Trials and Demonstrating Compliance with SOLAS Reg. II-1/28, 29

Maritime Administrator of the Republic of the Marshall Islands provides Marine Notice No.2-011-38 (Rev. 11/11) that Procedure for Sea Trials and Demonstrating Compliance with SOLAS Reg. II-1/28, 29. This Notice should also be used by CCS Surveyors when conducting statutory surveys. Following is the detail of this Notice:

PURPOSE:

The purpose of this Notice is to convey the policy position of the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) on SOLAS Reg. II-1/28, 29 on Sea Trials, for the benefit of all parties involved (owner, designer, builder and Recognized Organizations (ROs)), due to both regulations containing expressions which are open to interpretation.

APPLICABILITY:

This instruction applies to RMI passenger ships and cargo ships.

REQUIREMENTS:

1.0 Full Load Sea Trials

- 1.1 Noting that during trials of some vessel designs it is impracticable to demonstrate the steering capability and stopping abilities of a vessel at the deepest seagoing draught, i.e. “full load”, the sea trials should be conducted as close as possible to the deepest seagoing draught as feasible, and, where it is safe to do so, should consider using floodable holds.
- 1.2 Drawing from paragraph 2.1.3.3 of MSC/Circ. 1053, it is the Administrator’s position that “where trials are conducted in conditions other than full load.....it rests with the designer/owner to demonstrate compliance at the final full load condition.”
- 1.3 As a way of demonstrating compliance, the Administrator encourages entities involved to apply paragraph 6.1 of Resolution MSC.137(76), which reads as follows:

Please feel free to contact Classed Ship in Service Department of CCS for any inquiry:
Tel: +86-10-58112288 (o) ; Fax: +86-10-58112807; e-mail: cd@ccs.org.cn

“6.1. In case the standard trials are conducted at a condition different from those specified in paragraph 5.2.3 [full load (summer load line draught), even keel condition], necessary corrections should be made in accordance with the guidelines contained in the Explanatory notes to the Standards for ship maneuverability, developed by the Organization.”

2.0 Stopping Ability

2.1 SOLAS Regulation II-1/28 uses the term “sufficient power for going astern.” To meet this requirement, the Administrator accepts the performance specified in paragraph 5.3.4 (Stopping ability) of Resolution MSC.137(76) and recommends the owner, designer, builder and RO of a vessel be guided accordingly.

2.2 Paragraph 5.3.4 reads as follows:

“Stopping ability - The track reach in the full astern stopping test should not exceed 15 ship lengths. However, this value may be modified by the Administration where ships of large displacement make this criterion impracticable, but should in no case exceed 20 ship lengths.”

2.3 For unusual cases where the ship is a large displacement vessel and the predicted stopping distance exceeds 15 ship lengths, the RO should use its experience with such designs and propulsion arrangements to determine a suitable stopping distance which is no more than 20 ship lengths.

3.0 Maneuvering Data

3.1 A footnote of SOLAS Regulation II-1/28 refers to Resolution A.601(15). The Administrator requires vessels to have adequate maneuvering data for safe navigation and pilotage. This data is to be on board and available to navigators on the bridge. As a means of achieving this requirement the Administrator encourages the entities involved to follow the formats prescribed by Resolution A.601(15).

3.2 The Administrator recognizes that a period of time may be needed after sea trials in order to calculate the final maneuvering data. Therefore, the RO is permitted to allow a period of up to three (3) months for completion of calculations and subsequent availability of the data on the bridge. In the interim period provisional data should be available and carry a clear warning to navigators of its provisional status.

4.0 Steering Capability

4.1 Paragraph 3.2 and 4.2 of SOLAS Reg.II-1/29 use the term “*capable of putting the rudder over.*” To show compliance with this requirement, it should either be demonstrated at sea trial with the ship at its deepest seagoing draught and running ahead at maximum ahead service speed, or by one (1) of the following methods:

- .1 sea trial at even keel and full rudder immersion whilst running ahead at maximum ahead service speed; or
- .2 sea trials where full rudder immersion cannot be achieved, the RO may accept an appropriate ahead speed which has been calculated using the submerged rudder blade area in the proposed sea trial condition. The calculated ahead speed must

result in a force and torque applied to the steering gear which is at least as great as if it was being tested with the ship at its deepest seagoing draught and running at maximum ahead service speed, but without overloading of the rudder itself and its supporting structure.

- 4.2 In cases where the above is not achievable then the rudder load and torque at the trial loading condition may be used provided the results can be used reliably to extrapolate and predict the performance of the steering gear and its components performance at the full load condition.

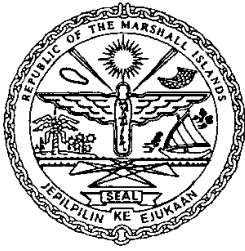
This Circular is published on CCS website (www.ccs.org.cn) and is to be forwarded by CCS branches to relevant shipyards, designers and shipping companies in relevance to their business area.

Attachment 1: Marine Notice No. 2-011-41 (Rev.11/11)

References:

- (a) SOLAS 74/88 Regulation II-1/28**
- (b) SOLAS 74/88 Regulation II-1/29**
- (c) IMO Resolution MSC.137(76)**
- (d) IMO Assembly Resolution A.601(15)**
- (e) Unified Interpretation SC 246 (June 2011)**
- (f) MSC/Circular 1053**

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**REPUBLIC OF
THE MARSHALL ISLANDS**

**OFFICE OF THE
MARITIME ADMINISTRATOR**

Marine Notice

No. 2-011-41

11/11

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: Procedure for Sea Trials and Demonstrating Compliance with SOLAS
Regulation II-1/28 and II-1/29.**

References: (a) SOLAS 74/88 Regulation II-1/28
(b) SOLAS 74/88 Regulation II-1/29
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(d) IMO Assembly Resolution A.601(15)
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PURPOSE:

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