

Steering Tests at Sea Trials

Amended Guidance

Guidance for the Survey and Construction of Steel Ship Part B
Guidance for the Survey and Construction of Inland Waterway Ships

Reason for Amendment

SOLAS regulation II-1/29 specifies requirements related to the capability required in the full load condition for steering gears. This capability is normally verified through steering tests conducted in the full load condition during sea trials. Since it may be difficult to perform such tests in the full load condition for certain bulk carriers and container ships, etc., regulation II-1/29 accepts alternative verification procedures for estimating the rudder force and torque in the full load condition based upon the rudder force and torque obtained through steering tests carried out with a partially submerged rudder.

Regulation II-1/29, however, does not clearly specify any methods for estimating rudder force and torque in the full load condition. IACS, therefore, investigated such methods and consequently adopted an interpretation specifying the relevant calculation methods in detail as UI SC246(Rev.1), which was adopted in September 2015.

The above-mentioned unified interpretation was reviewed at the 3rd session of IMO Ship Design and Construction Sub-Committee (SDC3) held in January 2016 and was approved at the 96th Session of the IMO Maritime Safety Committee (MSC 96) held in May 2016 as MSC.1/Circ.1536.

Accordingly, all relevant requirements were amended based upon IACS UI SC246(Rev.1) and MSC.1/Circ.1536.

Outline of Amendment

Specified calculation methods for estimating rudder force and torque in the full load condition by extrapolating the rudder force and torque obtained from steering tests with partially submerged rudders.

Amended Requirements

Guidance for the Survey and Construction of Steel Ships
Part B: B2.3.1
Guidance for the Survey and Construction of Inland Waterway Ships Part 2 2.3.1