

Application of SOLAS Requirements for Special Propulsion Systems

Amended Guidance

Guidance for the Survey and Construction of Steel Ships Part D
Guidance for the Survey and Construction of Passenger Ships

Reason for Amendment

Requirements that every ship be provided with main steering gear and auxiliary steering gear which are arranged so that the failure of one will not render the other one inoperative are stipulated in SOLAS II-1/29, etc. For these requirements, IACS adopted Unified Interpretation (UI) SC242(Rev.1) as interpretations to be applied to special propulsion systems such as waterjet propulsion systems and azimuth thrusters. These requirements are already incorporated into ClassNK Rules.

However, as a result of deliberations on IACS UI SC242(Rev.1) at the 4th session of the IMO Sub-Committee on Ship Systems and Equipment (SSE4) held in March 2017, the IMO did not endorse the UI because the interpretations for requirements of redundancy stipulated in SOLAS II-1/29.1 and 29.6.1 were not consistent. Therefore, IACS withdrew this UI and decided to return to following its predecessor IACS UI SC242(Corr.1).

Accordingly, relevant requirements were amended in accordance with IACS UI SC242(Corr.1).

Outline of Amendment

The main details of this amendment are as follows:

- (1) Deleted the additional requirements specified by IACS UI SC242(Rev.1) from performance requirements related to the failure of power units, etc. for waterjet propulsion systems and azimuth thrusters.
- (2) Deleted the additional requirements specified by IACS UI SC242(Rev.1) from requirements related to the supply of electrical power to waterjet propulsion systems and azimuth thrusters.

Amended Requirements

Guidance for the Survey and Construction of Steel Ships

Part D: Annex D1.1.3-1 1.1.4, 1.5.1, 1.5.2, 1.6.3, 1.12.1, Annex D1.1.3-3 1.1.4, 1.4.1, 1.5.1, 1.6.1, 1.13.1

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Part 5: 1.1.1