



**REPUBLIC OF  
THE MARSHALL ISLANDS**  
**MARITIME ADMINISTRATOR**

Marine Notice

No. 2-011-41

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

**SUBJECT: Procedures for Sea Trials and Demonstrating Compliance with the International Convention for the Safety of Life at Sea, Regulations II-1/28 and II-1/29**

- References:**
- (a) SOLAS, *International Convention for the Safety of Life at Sea*, Consolidated Edition 2014, as amended
  - (b) IMO Assembly Resolution [A.601\(15\)](#), *Recommendation on the Provision and Display of Maneuvering Information on Board Ships*, adopted 19 Nov. 1987
  - (c) IMO Resolution [MSC.365\(93\)](#), *Amendments to SOLAS*, adopted 22 May 2014
  - (d) IMO Resolution [MSC.137\(76\)](#), *Standards for Ship Maneuverability*, adopted 04 Dec. 2002
  - (e) IMO Circular [MSC.1/Circ.1536](#), *Unified Interpretation of SOLAS Regulations II-1/29.3 and 29.4*, issued 06 June 2016
  - (f) IMO Circular [MSC.1/Circ.1416](#), *Unified Interpretation of SOLAS Regulations II-1/28 and II-1/29*, issued 13 June 2012
  - (g) IMO Circular [MSC.1/Circ.1398](#), *Unified Interpretation of SOLAS Regulation II-1/29*, issued 10 June 2011
  - (h) IMO Circular [MSC/Circ.1053](#), *Explanatory Notes to the Standards for Ship Maneuverability*, issued 16 Dec. 2002

**PURPOSE**

The purpose of this Notice is to clarify the policy positions of the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) regarding the International Convention for the Safety of Life at Sea (SOLAS), Regulations II-1/28 and II-1/29, as amended. This document supersedes version May/2017 and includes updated references.

## BACKGROUND

The performance requirements for the main steering gear and rudder are set forth in SOLAS Regulation II-1/29.3.2, as amended by International Maritime Organization (IMO) Resolution [MSC.365\(93\)](#). Likewise, SOLAS Regulation II-1/29.4.2, as amended by IMO Resolution MSC.365(93), defines the performance requirements for the auxiliary steering gear. In both cases, IMO Resolution MSC.365(93) clarified the requirements for the steering gears to be capable of meeting performance standards at the ship's deepest seagoing draught<sup>1</sup>.

## APPLICABILITY

This Notice applies to RMI passenger ships and cargo ships.

## REQUIREMENTS

### 1.0 Full Load Sea Trials

- 1.1 Compliance with SOLAS Regulations II-1/29.3.2 and II-1/29.4.2, as amended, is required. However, because it can be impracticable to demonstrate the steering capability and stopping abilities at the deepest seagoing draught during the sea trials of some vessel designs, trials are to be conducted as close as possible to the deepest seagoing draught as feasible. The use of floodable holds is to be considered where it is safe to do so.
- 1.2 IMO Resolution [MSC.137\(76\)](#), paragraph 6.1, allows that any necessary corrections addressing the full load condition should be made in accordance with the guidelines in IMO Circular [MSC/Circ.1053](#), *Explanatory notes to the Standards for Ship Maneuverability*. Per §2.1.3.3 of IMO Circular MSC/Circ.1053, the Administrator holds 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 The unified interpretations included in the references need to be considered when performing steering and maneuvering trials and recording the trial data.

### 2.0 Stopping Ability

- 2.1 SOLAS Regulation II-1/28 requires “sufficient power for going astern.” To meet this requirement, the Administrator generally considers the stopping distance to be satisfactory if the track reach in the full astern stopping test does not exceed 15 ship lengths, per guidance contained in paragraph 5.3.4 of IMO Resolution MSC.137(76).
- 2.2 For those ships that are large displacement vessels and the predicted stopping distance exceeds 15 ship lengths, the Recognized Organization (RO) should draw from its experience with such designs and propulsion arrangements, as well as the measured stopping distance during sea trials, and confirm the actual stopping distance, in ship

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<sup>1</sup> The deepest seagoing draught is also called “full load”.

lengths, that is achievable for the vessel. See also Appendix 3 of IMO Circular MSC/Circ.1053 on the stopping ability of very large ships.

### **3.0 Maneuvering Data**

3.1 The Administrator requires vessels to have adequate maneuvering data for safe navigation and pilotage, in accordance with SOLAS Regulation II-1/28. This data is to be on board and available to the Master and other navigators on the bridge. IMO Assembly Resolution [A.601\(15\)](#) may be used as method of achieving this requirement.

#### *3.2 Pilot Card and Wheelhouse Poster*

The Administrator requires maneuvering information to be presented in:

- .1 a pilot card; and
- .2 a wheelhouse poster.<sup>2</sup>

Use of the formats contained in Appendices 1 and 2 of IMO Assembly Resolution A.601(15) are not required, but are viewed by the Administrator as a practical means of achieving compliance.

#### *3.3 Maneuvering Booklet*

The Administrator does not require the maneuvering booklet that contains comprehensive details of the ship's maneuvering characteristics to be available on board. However, where such a booklet exists, its contents and format are to be reflective of the recommendations contained in paragraph 3.1 and Appendix 3 of IMO Assembly Resolution A.601(15).

#### *3.4 Final Maneuvering Data*

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 must carry a clear warning to navigators of its provisional status.

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<sup>2</sup> These two (2) forms of presenting maneuvering data are an RMI National requirement.