

Power Supply for Special Propulsion Systems

Amended Guidance

Guidance for the Survey and Construction of Steel Ships Part D

Reason for Amendment

SOLAS Chapter II-1, Reg. 29 stipulates that an alternative source of power is to be provided in cases where the diameter of the rudder stock of a steering system exceeds 230 mm. It was not clear, however, how Reg. 29 was to be interpreted when applied to ships equipped with special propulsion systems such as waterjet propulsion systems or azimuth thrusters. Therefore, IACS developed Unified Interpretation (UI) SC242 to be the interpretation of Reg. 29 in cases where it is applied to ships equipped with special propulsion systems. UI SC242 states that an alternative source of power is to be provided in case of special propulsion systems where propulsion power exceeds 2,500kW per thruster unit.

The requirements of UI SC242 have already been incorporated into the ClassNK Rules. Moreover, the ClassNK Rules further require that in cases where a ship is equipped with an emergency generator, the steering system of said ship is to be capable of being supplied with power by said emergency generator regardless of the amount propulsion power per thruster unit. Since requirements for special propulsion systems whose propulsion power does not exceed 2,500 kW per thruster unit vary among IACS members, some industry members are concerned about the possible inconsistent application of Reg. 29 in such cases. Therefore, these industry members have approached ClassNK and have asked these differences among IACS members be eliminated.

In response, IACS discussed ways to eliminate such differences and develop a common treatment for all IACS members to follow. As a result, IACS decided that the steering systems of ships equipped with special propulsion systems whose propulsion power does not exceed 2,500 kW per thruster unit do not need to be powered via emergency generators in cases where such generators are provided. Accordingly, relevant requirements were amended.

Outline of Amendment

In the case of special propulsion systems whose propulsion power does not exceed 2,500 kW per thruster unit, requirements specifying that the steering system is to be powered via emergency switchboards were deleted.