



Department of Marine Administration - Yangon Myanmar

Policy for the Maintenance and Inspections of Steering Gear

Operational Procedure : QOP - 72 - 01- (20)

Revision: 0

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Subj: INTERIM GUIDANCE FOR THE MAINTENANCE AND INSPECTIONS OF STEERING GEAR.

Ref: IMO CONVENTION FOR SAFETY OF LIFE AT SEA, REGS. II - 1/ 29. 1, 29. 2. 1 and 29. 6. 3

1. Purpose

This policy letter provides interim guidance to ensure Myanmar and other flag oceangoing ships are in compliance with International Convention for the Safety of Life At Sea, 1974 and its Protocol of 1988.

2. Action

Myanmar flag state Surveyors and recognized Surveyors shall use this interim guidance in the oversight of their respective Myanmar flag and foreign flag ships calling on Myanmar ports.

3. Directives Affected

April 21 2014.

4. Background

International Convention for the Safety of Life At Sea, 1974. On November 11, 1987, the Republic of the Union of Myanmar was signed the International Convention for the Safety of Life At Sea and enter into force on February 11, 1988.

5. Enforcement

Myanmar flag state officers should verify a foreign flag ship's compliance with International Convention for the Safety of Life At Sea, 1974 during normally scheduled inspection. For Myanmar ships operating strictly on domestic routes, compliance should be verified by Myanmar Flag state Surveyors during normally scheduled inspections, but an educational outreach and awareness approach is encouraged. However, current enforcement options

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remain in place for willful and egregious violators or repeat offenders.

6. Limitation

According to Regulation 29 of the International Convention for the Safety of Life At Sea, 1974.

- (a) Unless expressly provided otherwise, every ship shall be provided with a main steering gear and an auxiliary steering gear. The main steering gear and the auxiliary steering gear shall be so arranged that the failure of one of them will not render the other one inoperative.
- (b) All the steering gear components and the rudder stock shall be of sound and reliable construction. Special consideration shall be given to the suitability of any essential component which is not duplicated. Any such essential component shall, where appropriate, utilize antifriction bearings such as ball-bearings, roller bearings or sleeve-bearings which shall be permanently lubricated or provided with lubrication fittings.
- (c) Steering gears, other than of the hydraulic type, shall achieve standards equivalent to the requirements.
- (d) The main steering gear and rudder stock shall be:
 - .1 of adequate strength and capable of steering the ship at maximum ahead service speed which shall be demonstrated;
 - .2 capable of putting the rudder over from 35° on one side to 35° on the other side with the ship at its deepest seagoing draught and running ahead at maximum ahead service speed and, under the same conditions, from 35° on either side to 30° on the other side in not more than 28 s;
 - .3 operated by power where necessary to meet the requirements of paragraph 3.2 and in any case when the Administration requires a rudder stock of over 120 mm diameter in way of the tiller, excluding strengthening for navigation in ice; and
 - .4 so designed that they will not be damaged at maximum astern speed; however, this design requirement need not be proved by trials at maximum astern speed and maximum rudder angle.
- (e) The auxiliary steering gear shall be:
 - .1 of adequate strength and capable of steering the ship at navigable speed and of

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being brought speedily into action in an emergency;

- .2 capable of putting the rudder over from 15° on one side to 15° on the other side in not more than 60 s with the ship at its deepest seagoing draught and running ahead at one half of the maximum ahead service speed or 7 knots, whichever is the greater; and
 - .3 operated by power where necessary to meet the above requirements and in any case when the Administration requires a rudder stock of over 230 mm diameter in way of the tiller, excluding strengthening for navigation in ice.
- (f) Main and auxiliary steering gear power units shall be:
- .1 arranged to restart automatically when power is restored after a power failure; and
 - .2 capable of being brought into operation from a position on the navigation bridge. In the event of a power failure to any one of the steering gear power units, an audible and visual alarm shall be given on the navigation bridge.