BAN THƯ KÝ IMO VIỆT NAM
VĂN PHÒNG IMO VIỆT NAM

Số: 10 /BTK-VPIMOVN
V/v: Hướng dẫn tạm thời 2013 về xác định công suất đẩy tối thiểu.

CỘNG HOÀ XÃ HỘI CHỦ NGHĨA VIỆT NAM
Độc lập – Tự do – Hạnh phúc

Hà Nội, ngày 27 tháng 01 năm 2015

Kính gửi:

- Vụ Khoa học công nghệ (Bộ Giao thông vận tải);
- Cục Đăng kiểm Việt Nam;
- Các Thành viên Ban Thư ký IMO Việt Nam.

Tổ chức Hàng hải Quốc tế (IMO) gửi các Quốc gia thành viên Thông tri số MEPC.1/Circ.850 ngày 17/11/2014 về "Hướng dẫn tạm thời 2013 về xác định công suất đẩy tối thiểu để duy trì khả năng cơ động của tàu biển trong điều kiện bất lợi (Nghị quyết MEPC.232(65)) được sửa đổi theo Nghị quyết MEPC.255(67)".

Tại phiên họp lần thứ 67, Ủy ban Bảo vệ môi trường biển (MEPC) đã thông qua Nghị quyết MEPC.255(67) nhằm sửa đổi Nghị quyết MEPC.232(65) về Hướng dẫn tạm thời 2013 xác định công suất đẩy tối thiểu để duy trì khả năng cơ động của tàu biển trong điều kiện bất lợi.

Mục đích của những hướng dẫn tạm thời là để hỗ trợ các Chính quyền và các tổ chức được công nhận trong việc xác nhận rằng tàu được trang bị đủ công suất đẩy được cài đặt để duy trì khả năng cơ động của tàu biển trong điều kiện bất lợi theo quy định 21.5 chương 4 của Phụ lục VI, MARPOL.

Văn phòng IMO Việt Nam xin gửi nguyên bản Thông tri số MEPC.1/Circ.850 theo địa chỉ: http://www.vinamarine.gov.vn - Thông tin IMO, để Quý cơ quan, Quý thành viên xử lý theo thẩm quyền./.

Nơi nhận:
- Như trên;
- TTK - Thứ trưởng Nguyễn Văn Công (để b/c);
- Lưu: VPIMOVN.

TL. TỔNG THƯ KÝ
TRƯỞNG VĂN PHÒNG

Phan Nguyễn Hải Hà

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INTERNATIONAL MARITIME ORGANIZATION

MEPC.1/Circ.850
17 November 2014

2013 INTERIM GUIDELINES FOR DETERMINING MINIMUM PROPULSION POWER TO MAINTAIN THE MANOEUVRABILITY OF SHIPS IN ADVERSE CONDITIONS (RESOLUTION MEPC.232(65)), AS AMENDED BY RESOLUTION MEPC.255(67)

1   The Marine Environment Protection Committee, at its sixty-seventh session (13 to 17 October 2014), adopted, by resolution MEPC.255(67), amendments to the *2013 Interim guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions* (resolution MEPC.232(65)). A consolidated text of the guidelines, as requested by the Committee (MEPC 67/20, paragraph 4.78) is set out in the annex.

2   Member Governments are invited to bring the annexed *2013 Interim guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions*, as amended, to the attention of their Administration, industry, relevant shipping organizations, shipping companies and other stakeholders concerned.

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ANNEX

**2013 INTERIM GUIDELINES FOR DETERMINING MINIMUM PROPULSION POWER TO
MAINTAIN THE MANOEUVRABILITY OF SHIPS IN ADVERSE CONDITIONS
(RESOLUTION MEPC.232(65)), AS AMENDED BY RESOLUTION MEPC.255(67)**

0   Purpose

The purpose of these interim guidelines is to assist Administrations and recognized
organizations in verifying that ships, complying with EEDI requirements set out in regulations
on energy efficiency for ships, have sufficient installed propulsion power to maintain the
manoeuvrability in adverse conditions, as specified in regulation 21.5 of chapter 4 of
MARPOL Annex VI.

1   Definition

1.1   "Adverse conditions" mean sea conditions with the following parameters:

Significant wave height h_s, m	Peak wave period T_P, s	Mean wind speed V_w, m/s
5.5	7.0 to 15.0	19.0

JONSWAP sea spectrum with the peak parameter of 3.3 is to be considered for coastal
waters.

1.2   The following adverse condition should be applied to ships defined as the following
threshold value of ship size.

Ship length, m	Significant wave height h_s, m	Peak wave period T_P, s	Mean wind speed V_w, m/s
Less than 200	4.0	7.0 to 15.0	15.7
$200 \leq L_{pp} \leq 250$	Parameters linearly interpolated depending on ship's length		
More than L_{pp} = 250	Refer to paragraph 1.1		

2   Applicability[*]

2.1   These guidelines should be applied in the case of all new ships of types as listed in
table 1 of appendix required to comply with regulations on energy efficiency for ships
according to regulation 21 of MARPOL Annex VI.

2.2   Notwithstanding the above, these guidelines should not be applied to ships with
non-conventional propulsion systems, such as pod propulsion.

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[*]   These interim guidelines are applied to ships required to comply with regulations on energy efficiency for
        ships according to regulation 21 of MARPOL Annex VI during Phase 0 and Phase 1 (i.e. for those ship
        types as in table 1 of appendix with the size of equal or more than 20,000 DWT).

2.3   These guidelines are intended for ships in unrestricted navigation; for other cases, the Administration should determine appropriate guidelines, taking the operational area and relevant restrictions into account.

3   Assessment procedure

3.1   The assessment can be carried out at two different levels as listed below:

> .1   minimum power lines assessment; and
>
> .2   simplified assessment.

3.2   The ship should be considered to have sufficient power to maintain the manoeuvrability in adverse conditions if it fulfils one of these assessment levels.

4   Assessment level 1 – minimum power lines assessment

4.1   If the ship under consideration has installed power not less than the power defined by the minimum power line for the specific ship type, the ship should be considered to have sufficient power to maintain the manoeuvrability in adverse conditions.

4.2   The minimum power lines for the different types of ships are provided in the appendix.

5   Assessment level 2 – simplified assessment

5.1   The methodology for the simplified assessment is provided in the appendix.

5.2   If the ship under consideration fulfils the requirements as defined in the simplified assessment, the ship should be considered to have sufficient power to maintain the manoeuvrability in adverse conditions.

6   Documentation

Test documentation should include at least, but not be limited to, a:

> .1   description of the ship's main particulars;
>
> .2   description of the ship's relevant manoeuvring and propulsion systems;
>
> .3   description of the assessment level used and results; and
>
> .4   description of the test method(s) used with references, if applicable.

APPENDIX

**ASSESSMENT PROCEDURES TO MAINTAIN THE MANOEUVRABILITY
UNDER ADVERSE CONDITIONS, APPLICABLE DURING PHASE 0
AND PHASE 1 OF THE EEDI IMPLEMENTATION**

1   Scope

The procedures as described below are applicable during Phase 0 and Phase 1 of the EEDI implementation as defined in regulation 21 of MARPOL Annex VI (see also paragraph 0 - Purpose of these Interim Guidelines).

2   Minimum power lines

The minimum power line values of total installed MCR, in kW, for different types of ships should be calculated as follows:

Minimum Power Line Value = $a \times (DWT) + b$

where:

DWT is the deadweight of the ship in metric tons; and
a and *b* are the parameters given in table 1 for tankers, bulk carriers and combination carriers.

**Table 1: Parameters a and b for determination of the
minimum power line values for the different ship types**

Ship type	a	b
Bulk carrier	0.0687	2924.4
Tanker	0.0689	3253.0
Combination Carrier	see tanker above	

The total installed MCR of all main propulsion engines should not be less than the minimum power line value, where MCR is the value specified on the EIAPP Certificate.

3   Simplified assessment

3.1   The simplified assessment procedure is based on the principle that, if the ship has sufficient installed power to move with a certain advance speed in head waves and wind, the ship will also be able to keep course in waves and wind from any other direction. The minimum ship speed of advance in head waves and wind is thus selected depending on ship design, in such a way that the fulfilment of the ship speed of advance requirements means fulfilment of course-keeping requirements. For example, ships with larger rudder areas will be able to keep course even if the engine is less powerful; similarly, ships with a larger lateral windage area will require more power to keep course than ships with a smaller windage area.

3.2   The simplification in this procedure is that only the equation of steady motion in longitudinal direction is considered; the requirements of course-keeping in wind and waves are taken into account indirectly, by adjusting the required ship speed of advance in head wind and waves.

3.3   The assessment procedure consists of two steps:

.1   definition of the required advance speed in head wind and waves, ensuring course-keeping in all wave and wind directions; and

.2   assessment whether the installed power is sufficient to achieve the required advance speed in head wind and waves.

Definition of required ship speed of advance

3.4   The required ship advance speed through the water in head wind and waves, V_s, is set to the larger of:

.1   minimum navigational speed, V_{nav}; or

.2   minimum course-keeping speed, V_{ck}.

3.5   The minimum navigational speed, V_{nav}, facilitates leaving coastal area within a sufficient time before the storm escalates, to reduce navigational risk and risk of excessive motions in waves due to unfavourable heading with respect to wind and waves. The minimum navigational speed is set to 4.0 knots.

3.6   The minimum course-keeping speed in the simplified assessment, V_{ck}, is selected to facilitate course-keeping of the ships in waves and wind from all directions. This speed is defined on the basis of the reference course-keeping speed $V_{ck, ref}$, related to ships with the rudder area A_R equal to 0.9% of the submerged lateral area corrected for breadth effect, and an adjustment factor taking into account the actual rudder area:

$$V_{ck} = V_{ck, ref} - 10.0 \times (A_{R\%} - 0.9) \tag{1}$$

where V_{ck} in knots, is the minimum course-keeping speed, $V_{ck, ref}$ in knots, is the reference course-keeping speed, and $A_{R\%}$ is the actual rudder area, A_R, as percentage of the submerged lateral area of the ship corrected for breadth effect, $A_{LS, cor}$, calculated as $A_{R\%} = A_R/A_{LS, cor} \cdot 100\%$. The submerged lateral area corrected for breadth effect is calculated as $A_{LS, cor} = L_{pp}T_m(1.0+25.0(B_{wl}/L_{pp})^2)$, where L_{pp} is the length between perpendiculars in m, B_{wl} is the water line breadth in m and T_m is the draft a midship in m. In case of high-lift rudders or other alternative steering devices, the equivalent rudder area to the conventional rudder area is to be used.

3.7   The reference course-keeping speed $V_{ck, ref}$ for bulk carriers, tankers and combination carriers is defined, depending on the ratio A_{FW}/A_{LW} of the frontal windage area, A_{FW}, to the lateral windage area, A_{LW}, as follows:

.1   9.0 knots for $A_{FW}/A_{LW} = 0.1$ and below and 4.0 knots for $A_{FW}/A_{LW} = 0.40$ and above; and

.2   linearly interpolated between 0.1 and 0.4 for intermediate values of A_{FW}/A_{LW}.

Procedure of assessment of installed power

3.8   The assessment is to be performed in maximum draught conditions at the required ship speed of advance, V_s, defined above. The principle of the assessment is that the required propeller thrust, T in N, defined from the sum of bare hull resistance in calm water

R_{cw}, resistance due to appendages R_{app}, aerodynamic resistance R_{air}, and added resistance in waves R_{aw}, can be provided by the ship's propulsion system, taking into account the thrust deduction factor t:

$$T = (R_{cw} + R_{air} + R_{aw} + R_{app})/(1-t) \tag{2}$$

3.9   The calm-water resistance for bulk carriers, tankers and combination carriers can be calculated neglecting the wave-making resistance as $R_{cw} = (1+k)C_F \frac{1}{2}\rho S V_s^2$, where k is the form factor, $C_F = \frac{0.075}{(\log_{10} \mathrm{Re} - 2)^2}$ is the frictional resistance coefficient, $\mathrm{Re} = V_s L_{pp}/\nu$ is the Reynolds number, ρ is water density in kg/m^3, S is the wetted area of the bare hull in m^2, V_s is the ship advance speed in m/s, and ν is the kinematic viscosity of water in m^2/s.

3.10   The form factor k should be obtained from model tests. Where model tests are not available the empirical formula below may be used:

$$k = -0.095 + 25.6 \frac{C_B}{\left(L_{pp}/B_{wl}\right)^2 \sqrt{B_{wl}/T_m}} \tag{3}$$

where C_B is the block coefficient based on L_{pp}.

3.11   Aerodynamic resistance can be calculated as $R_{air} = C_{air} \frac{1}{2}\rho_a A_F V_{w,rel}^2$, where C_{air} is the aerodynamic resistance coefficient, ρ_a is the density of air in kg/m^3, A_F is the frontal windage area of the hull and superstructure in m^2, and $V_{w\,rel}$ is the relative wind speed in m/s, defined by the adverse conditions in paragraph 1.1 of the interim guidelines, V_w, added to the ship advance speed, V_s. The coefficient C_{air} can be obtained from model tests or empirical data. If none of the above is available, the value 1.0 is to be assumed.

3.12   The added resistance in waves, R_{aw}, defined by the adverse conditions and wave spectrum in paragraph 1 of the interim guidelines, is calculated as:

$$R_{aw} = 2\int_0^\infty \frac{R_{aw}(V_s, \omega)}{\zeta_a^2} S_{\zeta\zeta}(\omega)\, d\omega \tag{4}$$

where $R_{aw}(V_s,\omega)/\zeta_a^2$ is the quadratic transfer function of the added resistance, depending on the advance speed V_s in m/s, wave frequency ω in $\mathrm{rad/s}$, the wave amplitude, ζ_a in m and the wave spectrum, $S_{\zeta\zeta}$ in m^{2}s. The quadratic transfer function of the added resistance can be obtained from the added resistance test in regular waves at the required ship advance speed V_s as per ITTC procedures 7.5-02 07-02.1 and 7.5-02 07-02.2, or from equivalent method verified by the Administration.

3.13   The thrust deduction factor t can be obtained either from model tests or empirical formula. Default conservative estimate is $t = 0.7w$, where w is the wake fraction. Wake fraction w can be obtained from model tests or empirical formula; default conservative estimates are given in table 2.

Table 2: Recommended values for wake fraction w

Block coefficient	One propeller	Two propellers
0.5	0.14	0.15
0.6	0.23	0.17
0.7	0.29	0.19
0.8 and above	0.35	0.23

3.14   The required advance coefficient of the propeller is found from the equation:

$$T = \rho u_a^2 D_P^2 K_T(J)/J^2 \tag{5}$$

where D_P is the propeller diameter, $K_T(J)$ is the open water propeller thrust coefficient, $J = u_a/nD_P$, and $u_a = V_s(1-w)$. J can be found from the curve of $K_T(J)/J^2$.

3.15   The required rotation rate of the propeller, n, in revolutions per second, is found from the relation:

$$n = u_a/(JD_P) \tag{6}$$

3.16   The required delivered power to the propeller at this rotation rate n, P_D in watt, is then defined from the relation:

$$P_D = 2\pi\rho n^3 D_P^5 K_Q(J) \tag{7}$$

where $K_Q(J)$ is the open water propeller torque coefficient curve. Relative rotative efficiency is assumed to be close to 1.0.

3.17   For diesel engines, the available power is limited because of the torque-speed limitation of the engine, $Q \leq Q_{max}(n)$, where $Q_{max}(n)$ is the maximum torque that the engine can deliver at the given propeller rotation rate n. Therefore, the required minimum installed MCR is calculated taking into account:

   .1   torque-speed limitation curve of the engine which is specified by the engine manufacturer; and

   .2   transmission efficiency η_s which is to be assumed 0.98 for aft engine and 0.97 for midship engine, unless exact measurements are available.

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