



## 香 港 商 船 資 訊

## HONG KONG MERCHANT SHIPPING INFORMATION NOTE

**Unified Interpretations of SOLAS Regulations II-1/29.3 and II-1/29.4**

*To : Shipowners, Ship Managers, Ship Operators, Masters, Classification Societies and Shipbuilders*

***Summary***

The purpose of this Note is to promulgate the unified interpretation of SOLAS regulations II-1/29.3 and II-1/29.4, with a view to providing more specific guidance on the methods for predicting steering gear performance required by regulations II-1/29.3.2 and 29.4.2 concerning the steering gear test. This Note supersedes Hong Kong Merchant Shipping Information Note No. 36/2012.

1. The Maritime Safety Committee (MSC) of the International Maritime Organization (IMO), at its 96<sup>th</sup> session in May 2016, approved the unified interpretation on SOLAS regulations II-1/29.3 and II-1/29.4, with a view to providing more specific guidance on the methods for predicting steering gear performance required by regulations II-1/29.3.2 and 29.4.2 based on trial data taken in the loading condition where impractical to conduct the test at the deepest seagoing draught.
2. The details of the unified interpretation as annexed to IMO circular MSC.1/Circ.1536 can be found in the attachment to this Note on the website of Marine Department (<http://www.mardep.gov.hk/en/msnote/msin.html>).
3. Shipowners, ship managers, ship operators, masters, classification societies and shipbuilders of Hong Kong registered ships should use the unified interpretation as guidance when applying the relevant provisions of SOLAS regulations II-1/29.3 and II-1/29.4.
4. This Note supersedes Hong Kong Merchant Shipping Information Note No. 36/2012.

Marine Department  
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