

PROCESSING AND APPROVAL OF SHIP'S PLANS ADMEASUREMENTS/READMEASUREMENTS, STABILITY, LOADLINE AND PASSENGER ACCOMMODATION PLANS OF VESSEL

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A

Authority

1. Section 3(d) of Republic Act 5173
2. Philippine Merchant Marine Rules and Regulations (PMMRR)

B

Purpose

To prescribe guidelines and procedures relative to the processing and approval of Ship's Plan, Admeasurements/Readmeasurements, Stability, Loadlines and Passenger Accommodation Plans of Philippine registered vessels pursuant to applicable provisions of the PMMRR.

C

Scope

This is applicable to the processing, review and approval of the following plans/documents:

1. Ship's Plans;
2. Admeasurements/Readmeasurements;
3. Inclining Experiments and Certificates of Stability;
4. Loadlines; and
5. Passenger Accommodation Plans.

D

Procedure

1. General — All Plans, Documents and Certificates within the scope of this Memorandum Circular shall be approved in the name of the Commandant, Philippine Coast Guard (CPCG) by the Commander, Maritime Safety Office (CMSO) or the Commander, Coast Guard District/Station (CCGD/CCGS) as herein provided for.
2. Ship's Plans — (a) Plans in triplicate copies duly signed and sealed by a registered Naval Architect and Marine Engineer including Electrical Plans by a Licensed Professional Electrical Engineer, shall be submitted to the CMSO for approval through the CCGS and CCGD having jurisdiction over the ship repair or construction facility where the vessel is intended for construction or if acquired abroad, to the CCGS/CCGD who has jurisdiction of the intended homeport of subject vessel.

(b) If the ship's plans are submitted to the CCGS, the plans shall be forwarded to the CCGD who has jurisdiction

over the station for submission to CMSO. However, when it is convenient, the shipowner/builder may submit the plans directly to CMSO.

(c) When the CCGD is satisfied as to the completeness of the ship's plans, said plans shall be forwarded to the CMSO for approval in behalf of CPCG.

(d) The Naval Architect and Engineer Division (NAED) and a qualified Maritime Safety Engineer of the Maritime Safety Office shall review the ship's plans in accordance with existing rules and regulations. The printed names and signatures of the Naval Architect (NA), the Chief Naval Architect and Engineering Division (CNAED), and the CMSO shall appear on the face of the plans at appropriate places under the heading "Reviewed by", "Recommended by", and "Approved for the Commandant, PCG", respectively.

(e) Upon approval or disapproval of the ship's plans, as the case may be, the same shall be returned to the shipowner through the CGD/CGS concerned. If approved, file copies shall be retained, one at the Maritime Safety Office and another at the Coast Guard District concerned. However, if disapproved, all three copies shall be returned to the shipowner.

(f) Any CGS/CGD with assigned Maritime Safety Engineer may undertake the approval of plans of vessels whose estimated gross tonnage does not exceed 15 gross tons. Estimated gross tonnage shall be determined by either the Rake-Rake or the Coefficient Method taking into consideration the vessel's superstructure or such enclosed spaces above the tonnage deck in the computation. provided, however, that the owner may be required to submit only a sketch or skeleton plan as may be prescribed by the Maritime Safety Office on a vessel of open deck type whose estimated gross tonnage does not exceed 15 gross tons and will not engage in the coastwise trade.

(g) The Maritime Safety Engineer assigned with CGS/CGD concerned shall conduct the required Construction Survey and Verification to ensure that the construction or alteration being undertaken is in accordance with the approved plans and regulations. However, construction survey on vessels over 250 gross tons shall be conducted by qualified personnel of NAED, MSO. Construction Survey Report shall be forwarded to CMSO for appropriate action/information.

3. Certificate of Admeasurement and Inter-national Tonnage Certificate — (a) Shipowners or builders shall apply for admeasurement/readmeasurement of vessels to the CCGD/CCGS who has jurisdiction over the vessel. However, when it is more convenient, the shipowner/builder may submit such application directly to the CMSO. In such case, the CMSO shall inform the CCGD/CCGS concerned of the action taken.

(b) Admeasurement/readmeasurement shall be performed by the NAED, MSO. However, if a licensed Naval Architect and Marine Engineer or a qualified Maritime Safety Engineer is assigned with the CGD/CGS having jurisdiction over the vessel, this function may be performed by the CCGD/CCGS concerned but only for vessels of 250 gross tons or less. Provided further that in a CGS without an assigned qualified Maritime Safety Engineer but an enlisted personnel (at least a Petty Officer) qualified to conduct admeasurement is available, such function may be performed by said station on vessels of 15 gross tons or less only.

(c) For all vessels admeasured/readmeasured at the CGD/CGS level, a file copy of the final calculation of gross tonnage and net tonnage and the Certificate of Admeasurement shall be furnished to the MSO within ten calendar days after the date of release of the Certificate of Admeasurement.

(d) In addition to the Certificate of Ad-measurement, the International Tonnage Certificate (ITC) shall be issued by the MSO to a Philippine registered vessel which will engage in international trade under the provisions of the International Convention on Tonnage measurement of Ships, 1969.

4. Certificate of Stability — (a) Application for supervision in the conduct of Inclining Experiment shall be filed by the shipowner/builder with the CGD/CGS having jurisdiction over the vessel. However, when it is more convenient and expeditious, the shipowner/builder may file such application directly with the MSO.

(b) Inclining Experiment shall be conducted by qualified persons or entities authorized by law, under the supervision of a licensed Naval Architect and Marine Engineer assigned with MSO or CGD. However, supervision over vessels of 65 feet and below may be performed by a qualified Maritime Safety Engineer.

(c) The data taken (recorded in the PCG Inclining Experiment Data Form) together with the trim and stability calculation (prepared in three copies) shall be signed and sealed by the Naval Architect and Marine Engineer who conducted the stability test. The name of the PCG Naval Architect/Maritime Safety Engineer who supervised same shall be printed therein and his signature duly affixed.

(d) All data and calculations relative to the Inclining Experiment shall be forwarded to the CMSO for review, approval and issuance of Certificate of Stability.

5. Loadline Certificate — (a) The CCGD is vested with the responsibility and authority for the administration and enforcement of the loadline regulations. Every ship on which a Load Lines Certificate is required shall be periodically inspected in accordance with the provisions of the International Conference on Load Lines, 1966.

(b) Application for assignment/certification/renewal of Loadline Certificates shall be made in writing to the Assigning Authority (HPCG Memorandum-Circular No. 8 dated 16 November 1972) by the owner of the vessel.

(c) For vessels of Philippine Registry, any competent entity or persons designated by the Government may be appointed as Assigning Authority to assign loadline and to determine whether the position and the manner of marking has been performed in accordance with existing regulations.

(d) When all requirements have been complied with, the Assigning Authority shall issue a Loadline Certificate, certifying to the veracity of the marks under its own had and seal and thereafter to renew such certificate.

(e) The Loadline Certificate will not be issued until the loadline marks have been verified and copies of the certificate together with the summary of the data used in determining the loadline have been approved by the CCGD having jurisdiction over the vessel who will then retain a duplicate copy. Another copy shall be furnished for file of the MSO within ten calendar days after the date of release of said certificate.

(f) A Loadline Certificate in order to be valid and effective shall be endorsed annually by a PCG Accredited Assigning Authority, i.e. recognized Classification Society, after a loadline survey has been completed.

6. Passenger Accommodation Plan — (a) Passenger Accommodation Plan in triplicate copies duly signed and sealed by a registered Naval Architect and Marine Engineer shall be submitted to CMSO through the CCGD/CCGS having jurisdiction over the vessel for approval. However, when it is more convenient, the shipowner/builder may directly submit the plans to CMSO.

(b) During the construction/alteration/repair stage of vessels 250 GT and below, inspection and survey shall be conducted by the Maritime Safety Engineer of the CGD having jurisdiction, but for vessels above 250 GT, it shall be done by the Naval Architect of MSO to ascertain and insure that the Accommodation Plan is followed as approved. The inspector's name, signature and date of inspection shall appear in the portion "Verified by", and the same Accommodation Plan shall be submitted to CMSO.

(c) Upon approval by the CMSO, two copies of the Passenger Accommodation Plan shall be returned to the CGD having jurisdiction over the vessel where the original copy will be issued to the shipowner/builder to be posted in a conspicuous place aboard the vessel for information and viewing by the riding public and the other copy will be

kept as reference file at the CGD/CGS concerned.

(d) For the purpose of this Memorandum Circular, the following are the prerequisites to be submitted for the approval of Passenger Accommodation Plan for newly constructed vessels and for vessels acquired and built within ten years or more:

- (1) All plans and drawings in accordance with Annex A.
- (2) Inclining Experiment with trim and stability calculations at different loading conditions.

E

Rescission Clause

Memorandum Circular No. 04-79 dated 10 August 1979 and all other related publications in conflict with this Memorandum Circular are hereby rescinded.

F

Effectivity

This Memorandum Circular shall take effect one month after its publication in a newspaper of general circulation or fifteen days after submission to the University of the Philippines Law Center.

Adopted: 25 Jan. 1994

(Sgd.) DARIO T. FAJARDO
Commodore AFP

ANNEX ALIST OF SHIP'S PLANS REQUIRED FOR SUBMISSION

A. Plans showing the general arrangement and details of the principal parts of the hull structure of every vessel to be built shall be submitted and approved before the work is commenced. These plans are to include such particulars as the design draft and intended design speed.

B. The general plans required to be submitted for review, verification and approval shall include the following:

1. New construction

a. For vessels below 15 Gross Tons

(i) General Arrangement

(ii) Construction Plan

(iii) Midship Section and Watertight Bulkhead Additional plans for passenger vessel (CWL)

(iv) Lines drawing and Table of Offsets

(v) Hydrostatic Curves

(vi) Inclining Experiment with trim and stability Calculations

(vii) Passenger Accommodation Plan

b. For vessel above 15 Gross Tons to 50 Gross Tons

(i) Lines drawing and Table of Offsets

- (ii) Hydrostatic Curves
- (iii) General Arrangement
- (iv) Construction Plan and Details
- (v) Midship Section, W.T. and O.T. Bulkhead
- (vi) Shafting and Propeller Arrangement
- (vii) Propulsion and Auxiliary Machinery Arrangement and Specification
- (viii) Electrical equipment location plan
- (ix) Schematic Electrical Wiring Diagram

- (x) Schedule of Loads and Electrical Specifications

Additional Requirements for Steel Hull Vessels

- (xi) Shell Expansion and Deck Plating Plan
- (xii) Welding Specifications and Schedule

Additional Plans for Passenger Vessels

- (xiii) Permissible subdivision by empirical formula (for vessel carrying less than 150 passengers)
- (xiv) Inclining Experiment with trim and stability Calculations
- (xv) Passenger Accommodation Plan

c. For vessel above 50 Gross Tons to 100 Gross Tons

- (i) Lines Drawing and Table of Offsets
- (ii) Hydrostatic Curves
- (iii) General Arrangement
- (iv) Construction Plan and Details
- (v) Midship Section, W.T. and O.T. Bulkheads
- (vi) Capacity Plan
- (vii) Shafting and Propeller Arrangement
- (viii) Propulsion and Auxiliary Machinery Arrangement and Specification
- (ix) Piping Plans (Diagrammatic)
- (x) Firefighting Arrangement
- (xi) Electrical equipment location plan
- (xii) Schematic Electrical Wiring Diagram
- (xiii) Schedule of Loads and Electrical Specifications
- (xiv) Inclining Experiment with trim and Stability Calculations

Additional Requirements for Steel Hull Vessels

(xv) Shell Expansion and Deck Plating Vessels

(xvi) Welding Specifications and Schedule

Additional Plans for Passenger Vessels

(xvii) Permissible length Subdivision (for vessel carrying not more than 150 passengers) Floodable length calculations (for vessel carrying more than 150 passengers)

(xviii) Cross and Statical Curves of Stability

(xix) Passenger Accommodation Plan

d. For vessels above 100 Gross tons

(i) Lines Drawing and Table of Offsets

(ii) Hydrostatic curves

(iii) General Arrangement

(iv) Construction Plan and Details

(v) Midship Section, W.T. and O.T. Bulkhead

(vi) Capacity Plan ASIDTa

(vii) Shafting and propeller arrangement

(viii) Rudder and Steering gear arrangement

(ix) Propulsion and Auxiliary, Machinery arrangement and Specification

(x) Piping Plan for FO, LD, FW and SW System

(xi) Fire Fighting arrangement

(xii) Ventilation system

(xiii) Mast, derrick, boom and anchor handling Arrangement

(xiv) Hatches and covers watertight doors and manholes and their closing arrangement in details

(xv) Electrical equipment location plan

(xvi) Schematic electrical wiring diagram of main and emergency generating system.

(xvii) Schedule of loads and electrical specification

(xviii) Inclining experiment with trim and stability calculations

(xix) Cross and statical curves of stability

For Steel Hull Vessels

(xx) Shell expansion and Deck plating plan

(xxi) Welding specification and schedule Additional Plans for Passenger Vessels

(xxii) Bonjeans cures and floodable length calculation

(xxiii) Passenger Accommodation Plan

e. For Non-Propelled Barges and Similar Vessels

(i) General Arrangement

(ii) Construction Plan and Details

(iii) Midship Section, W.T. and O.T. Bulkhead

(iv) Shell Expansion and Deck Plating Plan (for steel hull vessels)

(v) Hatches and covers watertight doors and manholes and their closing arrangement in details

(vi) Displacement Curve

2. Existing Vessels

a. For vessels below 15 GT

Same as for new construction except sub-paragraph (1), items (ii and iii).

b. For vessels above 15 GT to 50 GT

Same as for new construction except sub-paragraph (2), items (iv), (v), (vi), (vii), (viii) and (xii).

c. For vessels above 50 GT to 100 GT

Same as for new construction except sub-paragraph (3), items (vii), (viii), (ix) and (x).

d. For vessels above 100 GT

Same as for new construction except sub-paragraph (4), items (vii), (viii), (ix), (xii), (xiii) and (xxi)

e. For non-propelled barges and similar vessels

Same as for new construction except sub-paragraph (5), items (ii), (iii) and (v).

C. In addition to the plans and calculations required, other relevant plans and data which may be necessary shall be submitted.

D. Additional prints of the required plans may be submitted for approval provided these copies shall be charged as if it were a new plan.

E. The submission of plans of a vessel which is a sister vessel to another vessel may not be required provided their general arrangement is the same as the approved plans already on file at the Administration's Head Office.

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