

### DESIGN AND CONSTRUCTION OF SISTER SHIPS

SHIPYARDS, NAVAL ARCHITECTS, REGIONAL MANAGERS, PRINCIPAL OFFICERS, SHIPYARDS, SHIP OWNERS, SHIP MANAGERS, AND OTHER INTERESTED AND AFFECTED PARTIES

<b>ISSUE DATE</b>	30 August 2022	<b>EXPIRY DATE</b>	29 August 2027 or unless withdrawn	<b>REFERENCE</b>	SM6/5/2/1/MN
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#### Marine Notice's affected

<i>Cancelled or superseded:</i>	None	<i>Read in conjunction with:</i>	MN 6 of 2018; MN 20 of 2018, MN 39 of 2013
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#### SUMMARY

To provide clarity on the meaning of "To the Satisfaction of the Administration" for the design and construction of sister ships. SAMS SA may allow the inclining test of an individual vessel to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the exempted vessel can be obtained from such basic data.

### 1. DEFINITIONS

- 1.1. "lead ship" means the first prototype in a series of the vessels called sister ships, built by the same shipyard.
- 1.2. "sister ship" i.e. sister ship means a ship that is— (a) built to the same lines plan that has approved stability data; and (b) in all respects, similar in construction and outfit as a ship that has approved stability data

### 2. DESIGN AND CONSTRUCTIONS

- 2.1. Vessels are to be designed in accordance with an appropriate and recognised maritime standards, such as ISO, SAN, DIN, EN, IACS Rules/Standards and as determined by national legislation.
- 2.2. Every ship is to have sufficient structural strength for its intended purpose and be constructed of suitable materials of good quality.
- 2.3. Shipyards building sister ships must have a Quality Assurance System (*policies, procedures, processes*) that will enable the control and monitoring of the building process and materials used. This will ensure a consistent and reliable build program with proper document control and record keeping.

### 3. REQUIREMENTS

- 3.1. A lead ship as well as all sister ships building programs must follow the existing new building process under SAMS SA's survey regime.
- 3.2. A lead ship shall be inclined and have stability information calculated by a qualified naval architect and approved by SAMS SA. A sister ship is not required to conduct an inclining test provided the ship has a displacement check carried out that produces results that are within the limits set in 3.5 below.
- 3.3. For every sister ship built in the prescribed manner, with or without known differences from the lead ship, a detailed weight analysis must be carried out and recorded.
- 3.4. The validity of the calculated lightship properties are to be assessed by carrying out a lightweight verification which is witnessed by SAMS SA.
- 3.5. Sister ship lightweight verification conditions to be met:
  - 3.5.1. No deviation of sister ship Lightship displacement vs Lightship of lead ship that exceeds 2%, or
  - 3.5.2. No deviation of Longitudinal center of gravity for sister ship vs Longitudinal center of gravity for lead ship that exceeds 0.5% of L (being the maximum moulded length).
- 3.6. If the sister ship fails to meet the conditions set in 3.5 above, the sister ship shall undergo an incline test and witness by SAMS SA.
- 3.7. If the sister ship meets the requirements as set out in 3.5 above, then the lightship values of the sister ship must be attached to a copy of the approved lead ship stability document and approved by SAMS SA.
- 3.8. The stability document and lightship values shall be accompanied by a written statement from the shipyard attesting to the fact that the sister ship complies with the requirements.
- 3.9. Every ship is to have its own set of the documents with its own name and serial number.

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