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	Full Scale Measurements Speed and Power Trials Ship Inspection	Effective Date 2002	Revision 01

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Ship Inspection

1. PURPOSE

This procedure establishes a guideline for conducting inspections of the ship for the purpose of installing instrumentation prior to the conduct of a full-scale Speed/Power trial.

2. SCOPE

This procedure applies to conducting checks of the ship's instrumentation in accordance with Speed/Power Trial Preparation Procedure 7.5-04-01-01.1 prior to the conduct of full-scale Speed/Power trials.

3. RESPONSIBILITIES

- The Trial Director is the duly authorized shipbuilder's representative responsible for the execution of all phases of the Speed/Power trials including the pre-trial preparation.
- The shipbuilder is responsible for the overall trial coordination between the ship's crew, trial team, and the owner representative
- The trial team is responsible for the conduct of a ship inspection prior to installation of the trial instrumentation and consequent conduct of the Speed/Power trial.

4. DEFINITIONS

- Ship inspection report: Report which details the trial team findings, concerns, needs, etc. that were developed based on the ship inspection by the trials team.
- Docking report: Report that documents the condition of the ship hull and propulsors.

- Trial agenda: Document outlining the scope of a particular Speed/Power trial. This document contains the procedures on how to conduct the trial and table(s) portraying the runs to be conducted. It outlines the particular responsibilities of the Trial Director, trials team, ship's crew/shipbuilder, and the owner representative.

5. PROCEDURES

There are three stages of a ship inspection; in-house preparation, the actual inspection, and the reporting of results and distribution of information to the various parties involved in the trial.

5.1 In-House Preparation

1. Review all communications pertinent to the trials, including phone conversation records, letters, etc.
2. Review ship specifications, i.e. shafting dimensions, propulsion plant specifications, unique characteristics.
3. Review trials agenda, if available.
4. Arrange a time with the ship's crew/shipbuilder to conduct a ship inspection.
5. Determine points of contact, i.e. ship's master, first mate, chief engineer, etc.
6. Send appropriate notification to all necessary parties of any findings and/or requirements needed to complete the ship inspection.

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5.2 Ship Inspection

1. Upon arrival, trial team personnel should meet with the ship point of contact before conducting the ship inspection.
2. Identify a member of the ship's crew to act as a point of contact between the ship and the trial team.
3. Establish a suitable location for the trial room.
4. Inspect the hull to see if grass is growing around hull, and to ensure that draft marks are visible.
5. Inspect ship's instrumentation for accessibility.
6. Determine routes for cable runs/data transfer conduits between trial room and bridge or control area.
7. Meet with the Chief Engineer to discuss trial instrumentation requirements. Inspect machinery spaces as applicable.
8. Conduct closing meeting with shipbuilder's/ship's crew. Discuss overall trial instrumentation requirements and establish guidelines for installation. Inform ship's crew/shipbuilder of interfaces to ship's equipment and of ship support required to complete the instrumentation installation. Inform ship's crew/shipbuilder of trial requirements such as displacement and trim. If available, obtain the last docking report from the ship's crew/shipbuilder. If it is determined that the hull and/or propeller are in need of a cleaning, then the cleaning will be conducted and the effect will be checked in accordance with Hull and Propulsor Survey Procedure 7.5-04-01-01.3.
9. Inform ship's crew/shipbuilder of any berthing and messing requirements for the trial period.
10. Discuss overall trial logistics with ship's crew/shipbuilder.

5.3 Reporting of Results and Distribution of Information

1. Document all pertinent information relating to the ship inspection in a ship inspection report.
 - a. Last date of cleaning
 - b. Means of cleaning
 - c. Propeller roughness measurement, if available, which should include average, standard deviation, distribution along the blades, and existing physical damage
 - d. For a clean hull; documentation indicating manufacturer and kind of paint used, paint layer thickness and, if available, roughness measurements (average, standard deviation, and distribution along the hull) should be provided. The majority of this information is contained in the docking report.
 - e. For a dirty hull, documentation indicating visual observations of any fouling and date of last dry-docking should be provided.
2. Meet with all relevant personnel to discuss findings of ship inspection.
3. Incorporate findings into overall trial preparation as necessary.

6. REFERENCES

1. Speed/Power Trial Preparation Procedure 7.5-04-01-01.1
2. Hull and Propulsor Survey Procedure 7.5-04-01-01.3

7. RECORDS

1. Ship inspection report
2. Docking report
3. Ship specifications