

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part B

Class Surveys

Rules for the Survey and Construction of Steel Ships

Part B

2006

AMENDMENT NO.2

Guidance for the Survey and Construction of Steel Ships

Part B

2006

AMENDMENT NO.2

Rule No.44 / Notice No.47 15th June 2006

Resolved by Technical Committee on 12th May 2006

Approved by Board of Directors on 30th May 2006

ClassNK
NIPPON KAIJI KYOKAI

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part B Class Surveys

2006 AMENDMENT NO.2

Rule No.44 15th June 2006

Resolved by Technical Committee on 12th May 2006

Approved by Board of Directors on 30th May 2006

AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Rules for the Survey and Construction of Steel Ships” has been partly amended as follows:

Part B Class Surveys

Chapter 3 ANNUAL SURVEYS

3.2 Annual Surveys for Hull, Equipment, Fire Extinction and Fittings

3.2.4 Internal Examinations of Spaces and Tanks

Table B3.4 “ Requirements for Tankers and Ships Carrying Dangerous Chemicals in bulk” has been amended as follows.

Table B3.4 Internal Examinations of Spaces and Tanks

| Items | Examination |
|---|---|
| Requirements for Tankers and Ships Carrying Dangerous Chemicals in bulk | |
| 1 Engine room and boiler room | <ul style="list-style-type: none"> • An internal examination is to be carried out. |
| 2 Pump rooms and pipe spaces adjacent to cargo tanks | <ul style="list-style-type: none"> • An internal examination is to be carried out after thoroughly cleaned out and gas freed. Attention is to be paid to the sealing arrangements of all penetrations of bulkheads, ventilating arrangements, foundations and gland seals of pumps. |
| 3 Ballast tanks | <ul style="list-style-type: none"> • For oil tankers and ships carrying dangerous chemicals in bulk over 5 <i>years</i> of age, an internal examination of the tank(s), of which an internal examination is required as a consequence of the last intermediate Survey or special survey, is to be carried out. • For oil tankers other than Double hull oil tankers, as defined in B1.3.1 (12) and ships carrying dangerous chemicals in bulk over 5 <i>years</i> of age, an internal examination of all tanks adjacent to (i.e. with a common plane boundary) a cargo tank with heating coils is to be carried out. However, where coating was found to be in GOOD condition at the previous Intermediate Survey or Special Survey may be specially considered at the discretion of the Surveyor. |

Chapter 4 INTERMEDIATE SURVEYS

4.2 Intermediate Surveys for Hull, Equipment, Fire extinction and Fittings

4.2.4 Internal Examinations of Spaces and Tanks

Existing paragraph has been amended as follows.

At Intermediate Surveys, internal examinations listed in **Table B4.2** and Suspect area identified at previous survey are to be carried out. Coating condition in ballast tanks for oil tankers and ships carrying dangerous chemicals in bulk is defined by the Society.

Table B4.2 “Internal Examination of Spaces and Tanks” has been amended as follows.

Table B4.2(1) Internal Examinations of Spaces and Tanks

| Items | Examinations |
|---|---|
| Requirements for cargo ships except those specially specified in the followings | |
| 1 Engine room and boiler room | <ul style="list-style-type: none"> • An internal examination is to be carried out. |
| 2 Ballast tanks | <ul style="list-style-type: none"> • For ships over 5 <i>years</i> and up to 10 <i>years</i> of age, an internal examination of representative ballast tanks is to be carried out. Where poor coating condition, corrosion or other defects are found in a ballast tank or where a protective coating has not been applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. • For ships over 10 <i>years</i> of age, an internal examination of all ballast tanks is to be carried out. • If such examinations reveal no visible structural defects, the examination may be limited to a verification that the corrosion prevention system remains effective. • For ballast tanks where a protective coating is found in poor condition, and it is not renewed or where a protective coating has not been applied, excluding double bottom tanks, an internal examination is to be carried out at annual intervals. For double bottom ballast tanks with the condition as specified, where considered necessary by the Surveyor, an internal examination is to be carried out at annual intervals. |
| 3 Cargo holds | <ul style="list-style-type: none"> • For ships over 10 <i>years</i> of age, excluding ships solely carrying dry cargoes, an internal examination of selected cargo holds is to be carried out. • For ships over 15 <i>years</i> of age, an internal examination of one forward cargo hold and one after cargo hold is to be carried out. |
| Requirements for Tankers and Ships Carrying Dangerous Chemicals in bulk | |
| 1 Engine room and boiler room | <ul style="list-style-type: none"> • An internal examination is to be carried out. |

| | |
|-----------------|--|
| 2 Ballast tanks | <ul style="list-style-type: none"> • For ships over 5 <i>years</i> and up to 10 <i>years</i> of age, an internal examination of representative ballast tanks is to be carried out. For oil tankers except Double hull oil tankers, an internal examination of all ballast tanks is to be carried out. • If such examinations reveal no visible structural defects, the examination may be limited to a verification that the corrosion prevention system remains effective. • Where poor coating condition, corrosion or other defects are found in a ballast tank or where a protective coating has not been applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. • For ballast tank of any of the following in (a) to (c), an internal examination is to be carried out at annual intervals. <ul style="list-style-type: none"> (a) A protective coating is found to be POOR condition and it is not repaired to the satisfaction of surveyor. (b) A protective coating has not been applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. (c) The tank has a common plane boundary with a cargo tank with any means of heating (for oil tankers other than Double hull oil tankers, as defined in B1.3.1 (12)). |
|-----------------|--|

Notes)

- (1) The wording “representative ballast tanks” means ballast tanks which include, at least, fore and aft peak tanks and two (for double hull oil tankers, three) deep tanks within cargo length area.

Chapter 5 SPECIAL SURVEYS

5.2 Special Surveys for Hull, Equipment, Fire extinction and Fittings

5.2.4 Internal Examinations of Spaces and Tanks

Sub-paragraph -3 has been amended as follows.

- 3 At Special Surveys for tankers and ships carrying dangerous chemicals in bulk, in addition to -1 and -2 above, an internal examination of tanks and spaces listed in **Table B5.2** is to be carried out. Coating condition in ballast tanks for oil tankers and ships carrying dangerous chemicals in bulk is defined by the Society.

Table B5.2 “Additional requirement of internal examination for tankers and ships carrying dangerous chemicals in Bulk” has been amended as follows.

Table B5.2 Additional requirements of internal examinations for tankers and ships carrying dangerous chemicals in Bulk

| Special Surveys | Tanks and spaces Subject to an examination | Notes |
|---------------------|--|--|
| All Special Surveys | 1 All cargo tanks | <ul style="list-style-type: none">• For oil tankers, combined cargo/ballast tanks, if any, are to be examined carefully taking account of ballast history and the extent of the corrosion prevention system provided.• For oil tankers, condition of the inner surface of the bottom plating of the tank is to be examined in order to ascertain that there is no excessive pitting of the plating.• For oil tankers, bell mouths of the cargo suction pipes are to be removed to enable examination of the bottom plating of the tank and bulkheads in that vicinity as considered necessary by the Surveyor. |

| | |
|--|--|
| <p>2 All tanks and spaces adjacent to cargo tanks(ballast tanks, pump rooms, pipe tunnels, cofferdams and void spaces)</p> | <ul style="list-style-type: none"> • For ballast tank of Oil tankers and Ships Carrying Dangerous Chemicals in bulk of any of the following in (a) to (c), an internal examination is to be carried out at annual intervals. <ul style="list-style-type: none"> (a) A protective coating is found to be POOR condition and it is not repaired to the satisfaction of surveyor. (b) A protective coating has not been applied from the time of construction, the examination is to be extended to other ballast tanks of the same type. (c) The tank has a common plane boundary with a cargo tank with any means of heating (for oil tankers other than Double hull oil tankers, as defined in B1.3.1 (12)). • An internal examination of pump room is to be carried out carefully paying attention to the sealing arrangements of all penetrations of bulkheads, ventilating arrangements, foundations and gland seals of pumps. |
|--|--|

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2006.
2. Notwithstanding the amendments to the Rules, the current requirements may apply to the surveys for which the application is submitted to the Society before the effective date.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part B

Class Surveys

GUIDANCE

2006 AMENDMENT NO.2

Notice No.47 15th June 2006

Resolved by Technical Committee on 12th May 2006

Notice No.47 15th June 2006

AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Guidance for the Survey and Construction of Steel Ships” has been partly amended as follows:

Part B CLASS SURVEYS

Amendment 2-1

B1 GENERAL

B1.4 Preparation for Survey and Others

B1.4.2 Preparation for Surveys

Sub-paragraph -10 has been amended as follows.

- 10 For bulk carriers as defined in **1.3.1(13), Part B of the Rules** and for bulk carriers as defined in **31A.1.2(1), Part C of the Rules** which are at beginning stage of construction on or after 1 July 2006, when checking records of inspection, it is to be confirmed that hatch covers are maintained in accordance with the resolution *MSC.169(79) “Standards for owner’s inspection and maintenance of bulk carrier hatch covers”*. Notwithstanding the above, for bulk carriers of less than 500 *gross tonnage*, and those not engaged on international voyages with Class Notation “*Coasting Service*”, “*Smooth Water Service*” or equivalent, it may be waived.

EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

1. The effective date of the amendments is 1 July 2006.

B4 INTERMEDIATE SURVEYS

B4.2 Intermediate Surveys for Hull, Equipment, Fire extinction and Fittings

B4.2.4 Internal examinations of Spaces and Tanks

Existing sub-paragraph has been numbered to -1, and sub-paragraph -2 has been added as follows.

- 2 “Coating condition” as referred to in **4.2.4. Part B** of the rules is specified in following **(1)** to **(3)**.
- (1) The coating conditions are specified by the following **(a)** to **(c)** below,
 - (a) “GOOD” is the condition of following **(i)** and **(ii)**.
 - i) Spot rusting on less than 3% of the area under consideration without visible failure of coating.
 - ii) Rusting at edges or welds, must be on less than 20% of edges or weld lines in the area under consideration.
 - (b) “FAIR” is the condition of any of the following **(i)** to **(iii)**.
 - i) Breakdown of coating or rust penetration on 3% or more and less than 20 % of the area under consideration
 - ii) Hard rust scale rust penetration must be less than 10 % of the area under consideration
 - iii) Rusting at edges or welds must be on 20% or more and less than 50 % of edges or weld lines in the area under consideration.
 - (c) “POOR” is the condition of any of the following **(i)** to **(iii)**.
 - i) Breakdown of coating or rust penetration on more than 20 %.
 - ii) Hard rust scale on more than 10 % of the area under consideration.
 - iii) Local breakdown concentrated at edges or welds on more than 50 % of edges or weld lines in the area under consideration.
 - (2) The term “areas under consideration” in **(1)** above is clarified as following **(a)** to **(d)** in ballast tank. The structure includes plating and attached structural members
 - (a) Oil tankers other than Double hull oil tankers as defined in **B1.3.1 (12)**
 - i) Areas of deck and bottom plating with attached structure (one (1) area to consider for deck and one (1) area to consider for bottom)
 - ii) Areas of side shell, longitudinal bulkheads and transverse bulkheads (forward and aft) with attached structure, in lower, middle and upper third (three (3) areas to consider for side shell, longitudinal bulkhead and transverse bulkheads (forward and aft))
 - (b) Double hull tankers and Ships carrying Dangerous Chemicals in bulk
 - i) Areas of Double bottom ballast tank boundaries and attached structure, in lower and upper half of tank (two (2) areas to consider).
 - ii) Areas of Double hull side tank deck and bottom plating with attached structure (one (1) area to consider for deck and one (1) area to consider for bottom).
 - iii) Areas of Double hull side tank side shell, longitudinal bulkheads and transverse bulkheads (forward and aft) with attached structure, in lower, middle and upper third (three (3) areas to consider for side shell, longitudinal bulkhead forward transverse bulkhead and aft transverse bulkhead).

- (c) FORE PEAK TANKS
 - i) Areas of tank boundaries and attached structure, in upper, middle and lower third of tank (three (3) areas to consider).
- (d) AFTER PEAK TANKS
 - i) Areas of tank boundaries and attached structure, in lower and upper half of tank (two (2) areas to consider)
- (3) The coating condition of each ballast tank is determined by the poorest coating condition among the coating conditions for all “area under considerations” specified in (2) above.

B5 SPECIAL SURVEYS

B5.2 Special Surveys for Hull, Equipment, Fire extinction and Fittings

B5.2.4 Internal Examinations for Tanks and Spaces

Sub-paragraph -3 has been added as follows.

- 3 “Coating condition” referred to in **5.2.4-3. Part B** of the rules is in accordance with **B4.2.4-2**.

EFFECTIVE DATE AND APPLICATION (Amendment 2-2)

- 1. The effective date of the amendments is 1 July 2006.
- 2. Notwithstanding the amendments to the Guidance, the current requirements may apply to the surveys for which the application is submitted to the Society before the effective date.