

Subject :

Surveys of Oil Tankers,  
Bulk Carriers and Ore Carrier

# NK TECHNICAL INFORMATION

No.: 1 4 5

Date: 15 August 1994

To shipowners concerned

We have received many inquiries about our previous TECHNICAL INFORMATION No.140 dated 14th June 1994 which informs that the Continuous Hull Survey system can no longer applied to oil tankers, bulk carriers and ore carriers. Therefore we would explain more in detail about this matter with some additional information.

## 1. ENHANCED SURVEY PROGRAMME FOR OIL TANKERS, BULK CARRIERS AND ORE CARRIERS

As is generally known the Enhanced Survey Programme for oil tankers, bulk carriers and ore carriers has been in force since 1st July 1993 in accordance with the unified requirement of IACS (the International Association of Classification Societies). (Please refer to our TECHNICAL INFORMATION No.140 dated 17th June 1993 and the amended Part B of our Rules.)

The Enhanced Survey Programme should be applied to the following ships irrespective of size :

- (1) Oil tankers, including chemical tankers, carrying oil products as defined in MARPOL ANNEX I, and
- (2) Bulk carriers and ore carriers carrying solid cargoes in bulk.

The Society puts " ESP " notation in addition to the existing class notations of these ships for the identification of application of the Enhanced Survey Programme.

(Example) N S \* (Bulk Carrier) (ESP) (ESP : Enhanced Survey Programme)

The " ESP " notation has already been assigned to most of these ships and you can confirm the notation of your ships through the following documents :

- (1) REGISTER OF SHIPS published by the Society
- (2) Survey Record (Form CLF) ( Please confirm the notation through " LIST OF SURVEY STATUS " as well )
- (3) " LIST OF SURVEY STATUS " sent to the owner after each periodical survey ( Class notation is shown below the ship's name. )

# ClassNK

NIPPON KAIJI KYOKAI  
4-7, KIOI-CHO, CHIYODA-KU,  
TOKYO 102, JAPAN.

TEL: 03-3230-1201  
FAX: 03-3230-3524  
TELEX: 22975 CLASSNKJ  
2324280 CLASNKJ  
CABLE: CLASSNK TOKYO

Since the " ESP " class notation had to be assigned in a short period, it has been given based on the the computer data base of ships classed with the Society. Therefore there might be some cases where the " ESP " notation is given unnecessarily or improperly to some ships. Our Surveyors have been instructed to confirm whether the " ESP " notation is given properly in the occasions of any class surveys. The revised Classification Certificate will be issued after this confirmation is completed. As it would take some time before all the certificates are renewed, we would ask your understanding and patience in this regard.

## 2. CONTINUOUS HULL SURVEY SYSTEM

While internal inspections of all hull compartments and pressure tests of all tank spaces should be carried out at Special Surveys in general, such inspections and tests can be carried out in rotation during 5 years subject to special approval by the Society. Such survey system is called the Continuous Hull Survey (CHS) system.

As the Enhanced Survey Programme does not allow to apply the CHS system to oil tankers, bulk carriers and ore carriers, the CHS system which is currently applied to such a ship should be phased out at Intermediate Survey or Special Survey conducted on or after 1 July 1994. The concrete guidance for the phase-out of the individual CHS system is available at our Survey Department.

Since only a few ships, however, of oil tankers, bulk carriers and ore carriers classed with the Society are surveyed by the CHS system, most of the owners need not mind the above information.

Apart from the above, Special Survey can be commenced at 4th annual survey and be completed by the due date.

## 3. DOCKING SURVEY AS PART OF SPECIAL SURVEY

As informed by the previous TECHNICAL INFORMATION No.116, Docking Survey is a part of Special Survey items of oil tankers, bulk carriers and ore carriers.

Although the Society had applied the requirements to such ships not strictly until 30th June 1994, hereafter at least one Docking Survey in drydock must be conducted during the period between the commencement and completion of Special Survey of an oil tanker, a bulk carrier and an ore carrier.

This requirement aims to conduct sufficient surveys, maintenance and repair work in drydock where more time and necessary facilities are available. So, a mere bottom inspection without extensive hull surveys and necessary repairs is not in accord with this purpose.

A mature plan for Special Survey and Docking Survey shall be prepared taking account of the purpose of this requirement and the condition of the ship. It is requested to submit the Survey Programme thus prepared for the survey and repairs to our Surveyor's Office at survey port or to our Survey Department well in advance of the intended survey.

If you have any inquiries about this matter, please feel free to contact our Survey Department or Classification Department.

\* \* \* \* \*

VOID