

Subject :

New requirements for bulk carrier

NKTECHNICAL INFORMATION

No.: 203

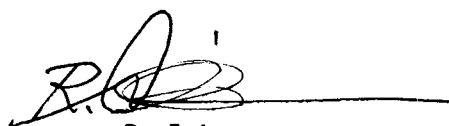
Date: 25th December 1996

To Shipowners and Shipbuilders concerned

IACS has recently adopted the new unified requirements as attached hereto in connection with bulk carrier safety. NK is in a process to amend Part B of the " Rules for Survey and Construction of Steel Ships " of the Society along with these new requirements of IACS. As it was agreed the all member classification societies to apply them as soon as possible but not later than 1 January 1997, we would like to inform you that we apply them to the surveys which are applied on or after 1 January 1997.

We would ask for your understanding and cooperation with us on the matter.

If you have any inquiry on the above, please feel free to contact our Survey Department in Head Office at Phone number:+81-3-5226-2027, FAX:+81-3-5226-2029.



R. Irie

Managing Director

Attachment: New Requirements for bulk carrier

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

TELEX: 22975 CLASSNKJ
2324280 CLASNKJ
CABLE: CLASSNK TOKYO

New requirements to bulk carrier

1. Corrosion protection coating for cargo hold spaces on bulk carrier

- 1. Where the protective coating in cargo holds of bulk carrier is found to be in good condition, the extent of close-up surveys and thickness measurements may be specially considered.

2. Prompt and Thorough repairs of bulk carriers relative to damages and wastage in cargo holds

- 1. Any damage or excessive wastage beyond allowable limits to side shell frames, their end attachments and/or adjacent shell plating, and deck structure and deck plating between hatches, watertight bulkheads and hatch covers and hatch coamings that affect a vessel's classification, is to be promptly and thoroughly repaired.

" Prompt " is defined as to be done without delay at the time of the survey.

" Thorough " is defined as satisfactory in all respects and permanent.

- 2. For the locations where adequate repair facilities are not immediately available, consideration may be given to allow a vessel to proceed directly to a repair facility. This may require discharging of the cargo and/or temporary repair for the intended voyage.

- 3. Damage or excessive wastage in the areas noted in -1 which are considered by the attending surveyor to be of a nature not immediately affecting the vessel's structural or watertight integrity may be temporarily repaired for a limited period.