

RESOLUTION MSC.144(77)
(adopted on 5 June 2003)

ADOPTION OF AMENDMENTS TO THE GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF
BULK CARRIERS AND OIL TANKERS (RESOLUTION A.744(18), AS AMENDED)

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THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.744(18) by which the Assembly adopted the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (the Guidelines),

RECALLING FURTHER article VIII(b) and regulation XI/2 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”) concerning the procedure for amending the Guidelines,

NOTING that the Assembly, when adopting resolution A.744(18), requested the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Guidelines under review and update them as necessary, in the light of experience gained in their application,

NOTING ALSO resolutions MSC.49(66), MSC.105(73), MSC.125(75) and resolution 2 of the 1997 Conference of Contracting Governments to the Convention, by which amendments to resolution A.744(18) were adopted by the Maritime Safety Committee and the Conference of Contracting Governments to the Convention, in accordance with article VIII(b) and regulation XI/2 of the Convention,

HAVING CONSIDERED, at its seventy-seventh session, amendments to the Guidelines proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 July 2004, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;
3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2005 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;

5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS (RESOLUTION A.744(18), AS AMENDED)

ANNEX B

GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF OIL TANKERS

1 The following new paragraph is added after the existing paragraph under section 2 “Evaluation of longitudinal strength” of annex 12:

“The condition of the hull girder for longitudinal strength evaluation should be determined in accordance with the methods specified in appendix 3.”

2 The following new appendix 3 is added at the end of appendix 2 to annex 12:

“Appendix 3

Sampling method of thickness measurements for longitudinal strength evaluation and repair methods

1 Extent of longitudinal strength evaluation

Longitudinal strength should be evaluated within 0.4L amidships for the extent of the hull girder length that contains tanks therein and within 0.5L amidships for adjacent tanks which may extend beyond 0.4L amidships, where tanks means ballast tanks and cargo tanks.

2 Sampling method of thickness measurement

2.1 Pursuant to the requirements of section 2.5 of Annex B, transverse sections should be chosen such that thickness measurements can be taken for as many different tanks in corrosive environments as possible, e.g. ballast tanks sharing a common plane boundary with cargo tanks fitted with heating coils, other ballast tanks, cargo tanks permitted to be filled with sea water and other cargo tanks. Ballast tanks sharing a common plane boundary with cargo tanks fitted with heating coils and cargo tanks permitted to be filled with sea water should be selected where present.

2.2 The minimum number of transverse sections to be sampled should be in accordance with annex 2 to Annex B. The transverse sections should be located where the largest thickness reductions are suspected to occur or are revealed from deck and bottom plating measurements prescribed in 2.3 and should be clear of areas which have been locally renewed or reinforced.

2.3 At least two points should be measured on each deck plate and/or bottom shell plate required to be measured within the cargo area in accordance with the requirements of annex 2.

2.4 Within 0.1D (where D is the ship's moulded depth) of the deck and bottom at each transverse section to be measured in accordance with the requirements of annex 2, every longitudinal and girder should be measured on the web and face plate, and every plate should be measured at one point between longitudinals.

2.5 For longitudinal members other than those specified in 2.4 to be measured at each transverse section in accordance with the requirements of annex 2, every longitudinal and girder should be measured on the web and face plate, and every plate should be measured at least in one point per strake.

2.6 The thickness of each component should be determined by averaging all of the measurements taken in way of the transverse section on each component.

3 Additional measurements where the longitudinal strength is deficient

3.1 Where one or more of the transverse sections are found to be deficient in respect of the longitudinal strength requirements given in this annex, the number of transverse sections for thickness measurement should be increased such that each tank within the 0.5L amidships region has been sampled. Tank spaces that are partially within, but extend beyond, the 0.5L region, should be sampled.

3.2 Additional thickness measurements should also be performed on one transverse section forward and one aft of each repaired area to the extent necessary to ensure that the areas bordering the repaired section also comply with the requirements of Annex B.

4 Effective repair methods

4.1 The extent of renewal or reinforcement carried out to comply with this annex should be in accordance with 4.2.

4.2 The minimum continuous length of a renewed or reinforced structural member should be not less than twice the spacing of the primary members in way. In addition, the thickness diminution in way of the butt joint of each joining member forward and aft of the replaced member (plates, stiffeners, girder webs and flanges, etc.) should not be within the substantial corrosion range (75% of the allowable diminution associated with each particular member). Where differences in thickness at the butt joint exceed 15% of the lower thickness, a transition taper should be provided.

4.3 Alternative repair methods involving the fitting of straps or structural member modification should be subject to special consideration. In considering the fitting of straps, it should be limited to the following conditions:

- .1 to restore and/or increase longitudinal strength;
- .2 the thickness diminution of the deck or bottom plating to be reinforced should not be within the substantial corrosion range (75% of the allowable diminution associated with the deck plating);

- .3 the alignment and arrangement, including the termination of the straps, is in accordance with a standard recognized by the Administration;
- .4 the straps are continuous over the entire 0.5L amidships length; and
- .5 continuous fillet welding and full penetration welds are used at butt welding and, depending on the width of the strap, slot welds. The welding procedures applied should be acceptable to the Administration.

4.4 The existing structure adjacent to replacement areas and in conjunction with the fitted straps, etc. should be capable of withstanding the applied loads, taking into account the buckling resistance and the condition of welds between the longitudinal members and hull envelope plating.”

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