

CCS

Circular

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To: CCS Surveyors, Related ship owners/operators and ship management companies

Notice on Implementing URZ 13 Rev.2 of IACS

In 1995, IACS released the unified requirement URZ 13 on repairs and maintenance during voyages enacted on the basis of MSC/Circ.807. On the 76th MSC meeting in 2003, IMO adopted MSC/Circ.1070 instead of MSC/Circ.80. Therefore, IACS released revised URZ 13 Rev.2 based on MSC/Circ.1070.

Main revisions are made in the URZ 13 Rev.2 as follows:

1. It is added in the text that “Where in any extreme emergency circumstance, emergency repairs are to be effected immediately, the repairs should be documented in the ship’s log and submitted thereafter to the Classification Society for use in determining further survey requirements.”
2. In the annex Guidelines for the Survey of Voyage Repairs, prior to commencement of hull repairs during a vessel’s voyage, “Review of the application of repair coating, as appropriate.” is newly added into the discussion and confirmation at the meeting held with the surveys and ship owners.
3. It is newly added in the annex Guidelines for the Survey of Voyage Repairs that “Riding repairs to primary hull structures should not be permitted except in extreme circumstances.”

The aforesaid revisions will come into effect in surveys after Jan 1st 2011. CCS Surveyors are required to learn after receiving the circular, and carry out related requirements during surveys hereafter. The circular will put out on the website as well (www.ccs.org.cn). The branches (offices) of this society please notify the related ship owners and ship management companies.

Appendix: ACS URZ 13 Rev.2 (English Edition)

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Z13 Voyage Repairs and Maintenance

(1995)
(Rev.1
1995)
(Rev.2
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Where repairs to hull, machinery or equipment, which affect or may affect classification, are to be carried out by a riding crew during a voyage they are to be planned in advance. A complete repair procedure including the extent of proposed repair and the need for surveyor's attendance during the voyage is to be submitted to and agreed upon by the Surveyor reasonably in advance. Failure to notify the Classification Society, in advance of the repairs, may result in suspension of the vessel's class.

Where in any extreme emergency circumstance, emergency repairs are to be effected immediately, the repairs should be documented in the ship's log and submitted thereafter to the Classification Society for use in determining further survey requirements.

The above is not intended to include maintenance and overhaul to hull, machinery and equipment in accordance with manufacturer's recommended procedures and established marine practice and which does not require the Classification Society's approval; however, any repair as a result of such maintenance and overhauls which affects or may affect classification is to be noted in the ship's log and submitted to the attending Surveyor for use in determining further survey requirements.

Note:

Annexed "Guidelines for the Survey of Voyage Repairs" is a recommendation and is not a mandatory requirement under this UR Z13.

Note:

1. Changes introduced in rev. 2 are to be uniformly applied by IACS Societies for surveys commenced on or after 1 January 2011.

ANNEX
GUIDELINES FOR THE SURVEY
OF VOYAGE REPAIRS

The purpose of these notes is to provide guidance to the field Surveyors in dealing with voyage hull repairs and is to be considered in addition to the Rules of the Classification Society; no part of this guide is intended to conflict with Rules of the Classification Society.

- A. A meeting is to be held with the owners prior to commencement of hull repairs during a vessel's voyage to discuss and confirm the following:
1. It is the owner's responsibility to ensure continued effectiveness of the structure, including the longitudinal strength and the watertight/weathertight integrity of the vessel.
 2. Extent of intended repairs. All repairs to be based on the Classification Society's recommendations and/or concurrence.
 3. Availability of pertinent drawings.
 4. Verification of new materials regarding certification, grade and scantlings. Verified mill sheets to remain on board and to be provided to attending Surveyor examining completed repairs.
 5. Verification of welding consumables regarding certification and suitability for materials involved. Check on availability of drying ovens, holding containers, etc.
 6. Verification of the qualification of welders and supervisory personnel, qualification records to remain on board and to be provided to attending Surveyor examining completed repairs.
 7. Review of intended repair.
 8. Review of the intended provisions to facilitate sound weldments, i.e. cleaning, preheating (if applicable) adherence to welding sequence principles.

Further, it might be necessary to restrict welding to certain positions and prohibit welding in more difficult positions when the ship's motions might influence the quality of the welding.
 9. Review of the application of repair coating, as appropriate.
 10. Review of intended working conditions, i.e. staging, lighting, ventilation, etc.
 11. Review of intended supervision and quality control.
 12. Completed repairs are to be examined and tested as required to the satisfaction of the attending Surveyor.

Note:

All details and results of subject meeting to be covered by a memorandum. A copy of this memorandum is to be placed on board and to be provided to the attending Surveyor examining repairs. In addition, a copy is to be sent/faxed to the arrival port where completed repairs will be examined.

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(cont)

- B. Any contemplated repairs to primary hull structures, i.e. main longitudinal and transverse members and their attachments, are to be submitted to the Classification Society for review prior to commencing voyage repairs.

Riding repairs to primary hull structures should not be permitted except in extreme circumstances.

Any repairs to primary hull structures shall require attendance by a Surveyor riding-ship survey or at regular intervals to confirm fit-up, alignment, general workmanship and compliance with recommendations.

NDT of completed repairs to primary structure to be carried out to attending Surveyor's satisfaction.

Repairs to other hull structural parts may be accepted based on examination upon completion of repairs.

- C. No hull repairs carried out by a riding crew should be accepted unless:
1. The initial meeting had been carried out and conditions found satisfactory.
 2. A final satisfactory examination upon completion was carried out.

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