

CCS

Circular

China Classification Society
(2012) Circ.No.98 Total No. 260
30 October 2012 (Total of 2+6 pages)

To: relevant departments of CCS Headquarters, CCS surveyors, shipowners and ship management companies

Notice on the implementation of UR Z10.5 (Rev.12 May 2012)

Based upon queries by both owners and surveyors, UR Z10.5, hull surveys of double skin bulk carriers, was amended and the latest version of UR Z10.5 (Rev.12 May 2012) was approved by IACS in May, 2012.

For the TABLE I/Sheet I to the UR Z10.5, *minimum requirements for close-up survey at special hull survey of double skin bulk carriers, excluding ore carriers*, the requirements for the ship with the age over 5 years but not more than 10 years during the No.2 special hull survey, i.e. "Forward and aft transverse bulkheads including stiffening system in a transverse section including topside, hopper side and double side ballast tanks", was replaced by "Forward and aft transverse bulkheads including stiffening system in a transverse section including topside, hopper side and double side ballast tanks on one side of the ship (i.e. port or starboard)", it means that the close-up survey for these structures located in topside, hopper side and double side ballast tanks is limited to one side of the ship.

UR Z10.5 (Rev.12 May 2012) is applied by this Society for surveys commenced on or after 1 January 2013. This Circular will be revoked when 2013 Amendments to CCS Rules for Classification of Sea-going Steel Ships enter into force.

Annex: TABLE I/Sheet I to the UR Z10.5 (Rev.12 May 2012): minimum requirements for close-up survey at special hull survey of double skin bulk carriers, excluding ore carriers

Please feel free to contact Technical Management Department of CCS for any inquiry. E-mail: rt@ccs.org.cn

This Circular is available on www.ccs.org.cn and forwarded by each branch to relevant shipowners and ship management companies within its business area.

Z10.5 HULL SURVEYS OF DOUBLE SKIN BULK CARRIERS

(Dec. 2003)		
(Corr.1 Jan 2004)	1.	General
(Rev.1 June 2005)	1.1	Application
(Rev.2 Jan. 2006)	1.2	Definitions
(Rev.3 Jan 2006)	1.3	Repairs
(Rev.4 June 2006)	1.4	Thickness Measurements And Close-Up Surveys
(Rev.5 Feb 2007)	2.	Special Survey
(Rev.6 Apr 2007)	2.1	Schedule
(Rev.7 July 2007)	2.2	Scope
(Rev.8 Nov 2007)	2.3	Extent Of Overall And Close-Up Surveys
(Rev.9 Mar 2009)	2.4	Extent Of Thickness Measurements
(Rev.10 Mar 2011)	2.5	Extent Of Tank Testing
(Rev.11 July 2011)	2.6	Additional Special Survey Requirements After Determining Compliance With SOLAS XII/12 And XII/13
(Rev.12 May 2012)	3.	Annual Survey
	3.1	Schedule
	3.2	Scope
	3.3	Additional Annual Survey Requirements After Determining Compliance With SOLAS XII/12 And XII/13
	4.	Intermediate Survey
	4.1	Schedule
	4.2	Scope
	5.	Preparation For Survey
	5.1	Survey Programme
	5.2	Conditions For Survey
	5.3	Access To Structures
	5.4	Equipment For Survey
	5.5	Survey At Sea Or At Anchorage
	5.6	Survey Planning Meeting
	6.	Documentation On Board
	6.1	General
	6.2	Survey Report File
	6.3	Supporting Documents
	6.4	Review Of Documentation On Board
	7.	Procedures For Thickness Measurement
	7.1	General
	7.2	Certification Of Thickness Measurement Company
	7.3	Number and Locations of Measurements
	7.4	Reporting

Z10.5
(cont)**8. Acceptance Criteria**

- 8.1 General
- 8.2 Acceptance criteria for pitting corrosion of CSR ships
- 8.3 Acceptance criteria for edge corrosion of CSR ships
- 8.4 Acceptance criteria for grooving corrosion of CSR ships

9. Reporting and Evaluation of Survey

- 9.1 Evaluation of Survey Report
- 9.2 Reporting

Z10.5

(cont)

ENCLOSURES

Table I:	Minimum Requirements For Close-Up Survey At Special Hull Survey
Table II:	Minimum Requirements For Thickness Measurements At Special Hull Survey Of Double Skin Bulk Carriers
Table III:	Requirements For Extent Of Thickness Measurements At Those Areas Of Substantial Corrosion Of Double Skin Bulk Carriers Within The Cargo Length Area
Table IV:	Minimum Requirements Of Overall And Close-Up Survey And Thickness Measurements At Intermediate Survey Of Double Skin Bulk Carriers
Table V:	Procedures For Certification Of Firms Engaged In Thickness Measurement Of Hull Structures
Table VI:	Survey Reporting Principles
Table VII:	Executive Hull Summary
Annex I:	Guidelines For Technical Assessment In Conjunction With Planning For Enhanced Surveys Of Double Skin Bulk Carriers - Special Survey - Hull
Annex II:	Recommended Procedures For Thickness Measurements Of Double Skin Bulk Carriers
	IACS Recommended Procedures For Thickness Measurements Of Double Skin Bulk Carriers Built Under IACS Common Structural Rules
Annex IIIA:	Survey Programme
	Appendix 1 List of Plans
	Appendix 2 Survey Planning Questionnaire
	Appendix 3 Other documentation
Annex IIIB:	Survey Planning Questionnaire

Z10.5**(cont)**

Note:

1. This Unified Requirement is to be implemented by IACS Members and Associates from 1 January 2005.
2. Changes introduced in Rev.1 are to be uniformly implemented from 1 July 2006.
3. Changes introduced in Rev. 2 (para. 1.4, 5.5.4, 5.5.6 and 7.1.3) are to be uniformly applied by IACS Societies on surveys commenced on or after 1 January 2007.
4. Changes introduced in Rev. 3 (para. 2.6 and 3.3) are to be uniformly applied by IACS Societies on surveys commenced on or after 1 January 2007.
5. Changes introduced in Rev.4 are to be uniformly applied by IACS Societies on surveys commenced on or after 1 July 2007.
6. Changes introduced in Rev.5 are to be uniformly implemented for surveys commenced on or after 1 January 2008, whereas statutory requirements of IMO Res. MSC 197(80) apply on 1 January 2007.
7. Changes introduced in Rev.6 are to be uniformly implemented by IACS Societies for surveys commenced on or after 1 July 2008.
8. Changes introduced in Rev.7 are to be uniformly applied by IACS Societies on surveys commenced on or after 1 July 2008.
9. Changes introduced in Rev.8 are to be uniformly applied by IACS Societies for surveys commenced on or after the 1 January 2009.
10. Changes introduced in Rev.9 are to be uniformly applied by IACS Societies for surveys commenced on or after 1 July 2010.

As for the requirements regarding semi-hard coatings, these coatings, if already applied, will not be accepted from the next special or intermediate survey commenced on or after 1 July 2010, whichever comes first, with respect to waiving the annual internal examination of the ballast tanks.

11. Changes introduced in Rev.10 are to be uniformly applied by IACS Societies for surveys commenced on or after 1 July 2012.
12. Changes introduced in Rev.11 are to be uniformly applied by IACS Societies for surveys commenced on or after 1 July 2012.
13. Changes introduced in Rev.12 are to be uniformly applied by IACS Societies for surveys commenced on or after 1 January 2013.

Z10.5

(cont)

TABLE I / Sheet I

**MINIMUM REQUIREMENTS FOR CLOSE-UP SURVEY AT SPECIAL HULL SURVEY OF
DOUBLE SKIN BULK CARRIERS, EXCLUDING ORE CARRIERS**

Special Survey No.1 age ≤ 5	Special Survey No.2 5 < age ≤ 10	Special Survey No.3 10 < age ≤ 15	Special Survey No.4 and subsequent age > 15
One transverse web with associated plating and longitudinals in two representative water ballast tanks of each type. (This is to include the foremost topside and double side water ballast tanks on either side) (A)	One transverse web with associated plating and longitudinals as applicable in each water ballast tank. (A) Forward and aft transverse bulkheads including stiffening system in a transverse section including topside, hopper side and double side ballast tanks <u>on one side of the ship (i.e. port or starboard)</u> . (A) 25% of ordinary transverse web frames in the foremost double side tanks. (B)	All transverse webs with associated plating and longitudinals as applicable in each water ballast tank. (A) All transverse bulkheads including stiffening system in each water ballast tank. (A) 25% of ordinary transverse web frames in all double side tanks. (B)	All transverse webs with associated plating and longitudinals as applicable in each water ballast tank. (A) All transverse bulkheads including stiffening system in each water ballast tank. (A) All ordinary transverse web frames in all double side tanks. (B) Areas (C) – (E) as for age interval 10 to 15 years.
Two selected cargo hold transverse bulkheads, including internal structure of upper and lower stools, where fitted. (C)	One transverse bulkhead in each cargo hold, including internal structure of upper and lower stools, where fitted. (C)	All cargo hold transverse bulkheads, including internal structure of upper and lower stools, where fitted. (C)	
All cargo hold hatch covers and coamings (platings and stiffeners). (D)	All cargo hold hatch covers and coamings (platings and stiffeners). (D)	All cargo hold hatch covers and coamings (platings and stiffeners). (D)	
	All deck plating and under deck structure inside line of hatch openings between all cargo hold hatches. (E)	All deck plating and under deck structure inside line of hatch openings between all cargo hold hatches. (E)	

Z10.5 (cont)

(A), (B), (C), (D) and (E) are areas to be subjected to close-up surveys and thickness measurements (see Figure 10 and 11).

- (A):** Transverse web frame or watertight transverse bulkhead in topside, hopper side and double side ballast tanks. In fore and aft peak tanks transverse web frame means a complete transverse web frame ring including adjacent structural members
- (B):** Ordinary transverse frame in double side tanks
- (C):** Cargo hold transverse bulkheads plating, stiffeners and girders
- (D):** Cargo hold hatch covers and coamings
- (E):** Deck plating and under deck structure inside line of hatch openings between cargo hold hatches

Note: Close-up survey of transverse bulkheads to be carried out at four levels:

- Level (a): Immediately above the inner bottom and immediately above the line of gussets (if fitted) and shedders for ships without lower stool.
- Level (b): Immediately above and below the lower stool shelf plate (for those ships fitted with lower stools), and immediately above the line of the shedder plates.
- Level (c): Above mid-height of the bulkhead.
- Level (d): Immediately below the upper deck plating and immediately adjacent to the upper wing tank, and immediately below the upper stool shelf plate for those ships fitted with upper stools, or immediately below the topside tanks.