標題

Condition Evaluation Report (CER)の書式変更

ClassNK
テクニカル
インフォメーション

No. TEC-1092
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各位

弊会では、Enhanced Survey Program(ESP)適用船の定期検査時に Condition Evaluation Report（以下"CER"）及び Executive Hull Summary（以下"EHS"）をそれぞれ発行し、それらを船主殿へ送付の上、本船の Condition Evaluation Report 専用ファイル（通称"グリーンファイル"）に保管頂いています。

今般、2011 ESP Code に基づき、CER のフォーマットを添付の通り全面的に改訂しましたのでお知らせ致します。また、本改訂に伴い、以下の点につきましても変更しますので、併せてお知らせ致します。

1. EHS の CER への取り込み
   EHS は新 CER に取り込まれ、"Executive Hull Summary"の名称は、"Condition Evaluation Report（Executive Hull Summary）"のように新CERの副題として継承されます。従って、これまで CER と EHS をそれぞれ発行しておりましたが、今後は新 CER に一元化されます。

2. CER の発行タイミング
   新CERは定期検査完了後に発行されます。従って、定期検査を分割した場合には、原則として、定期検査完了後にのみ CER が発行されます。

3. CER の裏書
   新 CER は ClassNK 本部（船級部）で作成され、主管庁又は認定機関により裏書されます。ClassNK が主管庁の承認を得ている場合、ClassNK が裏書します。

なお、本 ClassNK テクニカルインフォメーションの発行をもちまして、テクニカルインフォメーション No.TEC-0435 を絶版とし、本変更は 2016 年 12 月 1 日以降に発行する CER に適用致します。

（次頁に続く）

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

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添付:

1. CER サンプル（油タンカーの第三回定期検査）

ClassNK

Form CER-OT-3S
(16.09)

CONDITION EVALUATION REPORT
(Executive Hull Summary)

Issued upon completion of Renewal Survey under the provisions of the 2011 ESP Code

Report No.

Part 1. General Particulars

Ship's Name	:	Administration Identity Number	:
	:	IMO Number	:
Port of Registry	:	National Flag	:
Deadweight (M. tons)	:	Gross Tonnage : National	:
Date of Build (delivery)	:	Gross Tonnage : ITC (1969)	:
Date of Conversion	:	Type of Conversion	:
Shipowner	:		
Recognized Organization Identity Number	:		
Classification Notation	:		
Previous Class/Administration Identity Number	: ---		
Previous Nation Flag	:		
Previous Shipowner	:		

1. The survey records and documents listed in the Part 2 have been reviewed by the undersigned and found to be satisfactory.
2. A Summary of the survey is attached herewith.
3. The renewal survey has been carried out in accordance with the 2011 ESP Code as amended, and completed on .

Condition Evaluation Report completed by	Name : Signature	Title : Technical Staff / Classification Dept.
Office : ClassNK Head Office, Classification Dept.		Date :
Condition Evaluation Report verified by	Name : W.Yoshimura Signature	Title : Manager / Classification Dept.
Office : ClassNK Head Office, Classification Dept.		Date :

Contents of Condition Evaluation Report:

Attachment (if any):

(1)

(Note)
Endorsement should be made in accordance with the provisions of the 2011 ESP Code, e.g. paragraph 8.2.3 of Annex A, Part A in the Code.

(Endorsement by the Recognized Organization on behalf of the Flag Administration)

Title: ClassNK Classification Dept. / General Manager

Part 2. Report Review (List of Hull Survey Records)

Record No.	Date	Survey Office	Renewal Survey (Entire)	Renewal Survey (Commenced)	Renewal Survey (Continued)	Renewal Survey (Completed)	Ship Dry-Docked

Part 3. Close-up Survey

Tank / Hold / Objects		Area/Objects subject to close-up survey	TM (i)	Result (ii)
Web Frames (in Ballast Tanks)				
1	All ballast tanks	All web frames in all ballast tanks, including adjacent structural members	X	X
Web Frames (in Cargo Tanks)				
2	One cargo tank (Cargo tank ID:)	All web frames in the cargo tank	X	X
3	Remaining all cargo tanks	One web frame in each cargo tank (ID: P-side Tank: Fr.) (ID: S-side Tank: Fr.) (ID: Center Tank: Fr.)	X	X
Transverse Bulkheads (in Ballast Tanks)				
4	All ballast tanks	All transverse bulkheads in each ballast tank, including girder system and adjacent structural members	X	X
Transverse Bulkheads (in Cargo Tanks)				
5	All cargo tanks	All transverse bulkheads in each cargo tank, including girder system and adjacent structural members	X	X

Remarks:

(i) Result of Thickness Measurement

X : Measured as required

N : TM is not applicable

D : Extent and intensity of measurement was reduced in accordance with regulations

(ii) Result of Close-up Survey

X : Found in order

F : Repaired / Renewed with satisfaction

N : N/A for this ship

Additional Close-up Surveys (if any)

Tank / Hold / Objects	Area/Objects subject to close-up survey	TM (i)	Result (ii)
N/A			

Part 4. Cargo and Ballast Piping system

Items	Tests	Result (iii)
All cargo and ballast piping systems; (1) Within; all cargo tanks, all ballast tanks and all tanks and spaces bounding cargo tanks such as pump rooms, pipe tunnels, cofferdams, and void spaces, and (2) on; the weather deck	Performance and operation test	X

Remarks:

(iii) X : Found in order including those dispensed with in compliance with the regulations

F : Repaired / Renewed with satisfaction

Part 5. Thickness Measurements

(1) Reference is made to the thickness measurement report,

(2) Summary of Thickness Measurement

Areas / Structural Members			Result (iv)
1	Suspect areas identified at previous surveys (Location of suspect areas:)		N
2	Within the cargo length area:		
	(1)	Each deck plate	X
	(2)	Two transverse sections (When a transverse stiffening system is employed at the selected sections, frames and their end attachments close to the transverse sections are to be included.) (Transverse sections ID: Fr.)	X
	(3)	All “wind and water strakes” (i.e. strakes between loaded water line and ballast water line)	X
3	Structural members subject to close-up survey according to Part 3 for general assessment and recording of corrosion pattern		X
4	Selected “wind and water strakes” outside the cargo length area		X
5	Cargo oil pipes, fuel oil pipes, ballast pipes, vent pipes including vent masts and headers, inert gas pipes and all other pipes in pump room and on exposed decks (if deemed necessary by the surveyor in consequence of general examinations specified in the Rules Part B, 5.2.2)		X
6	*Additional Measurements for Chemical Tankers:*		
	Selected steel cargo pipes outside the cargo tanks, and selected ballast pipes passing through the cargo tanks		X

Remarks:

(iv) X : Verified that measurement readings remain within permissible range
N : N/A for this ship
S : Substantial corrosion was newly found; Thereby additional measurements were carried out.
E : Measurement reading was in excess of renewal criteria; See Form CLB of Survey Record for succeeding measures taken.
D : Extent and intensity of measurement was reduced in accordance with regulations.

Additional Thickness Measurements due to Substantial Corrosion (if any)

Structural members and its location		Result (v)
1	Structural members and its location where substantial corrosion was found	
	Structural members: ( ) Location: ( )	
	Additional measurements as per rule requirement (Part B, 5.2.6-3)	N
2	Structural members and its location where substantial corrosion was found	
	Structural members: ( ) Location: ( )	
	Additional measurements as per rule requirement (Part B, 5.2.6-3)	N

Remarks:

(v) X : Neither substantial corrosion nor wastage in excess of acceptance criteria was found
Y : Another substantial corrosion was found. Refer to Form CLB for details
Z : Wastage in excess of acceptance criteria was found. Refer to Form CLB for details
N : N/A for this ship

(3) Substantial Corrosion

Position of substantially corroded tanks/areas or areas with deep pitting (vi) (vii)	Thickness diminution (%)	Corrosion pattern (viii)	Remarks: (e.g. reference to attached sketches)
N/A			

Remarks:

(vi) Substantial Corrosion, i.e. 75 – 100% of acceptable margin for wastage.

(vii) Any bottom plate with a pitting intensity of 20% or more, with wastage in the substantial corrosion range or having an average depth of pitting 1/3 or more of actual plate thickness should be noted.

(viii) P : Pitting
C : Corrosion in General

Part 6. Tank Coating Condition

Tank / Hold / Space	Coating Condition (ix) (x)

Remarks:

(ix) Coating condition according to the following standard:

GOOD : Condition with only minor spot rusting.

FAIR : Condition with local breakdown of coating at edges of stiffeners and weld connections and/or light rusting over 20% or more of areas under consideration, but less than as defined for POOR condition.

POOR : Condition with general breakdown of coating over 20% or more of areas or hard scale at 10% or more of areas under consideration.

(x) If coating condition less than GOOD is given, extended annual surveys are to be introduced. This is noted in Part 8.

Part 7. Repair

Reference is made to the Survey Record, Form CLB for detail of repairs where repairs were carried out.

Tank / Hold / Space	Result (xi)

Remarks:

(xi) F : Repaired / Renewed

Part 8. Condition of Recognized Organization (Class) / Flag State Requirements

Part 9. Memoranda

(1) Any points of attention for future surveys; e.g. suspect areas: Nil

(2) Extended annual/intermediate survey due to coating breakdown: Nil

Part 10. Evaluation Result of Ship's Longitudinal Strength

for Oil Tankers of 130m in length and upwards and over 10 years of age

(of sections 1, 2 and 3 below, only one applicable section should be completed)

1. This section applies to ships regardless of the date of construction: Transverse sectional areas of deck flange (deck plating and deck longitudinals) and bottom flange (bottom shell plating and bottom longitudinals) of the ship's hull girder have been calculated by using the thickness measured, renewed or reinforced, as appropriate, during the renewal survey of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate (SC renewal survey) most recently conducted after the ship reached 10 years of age, and found that the diminution of the transverse sectional area does not exceed 10% of the as-built area, as shown in the following

table:

Confirmation on Diminution of Transverse Sectional Area

Diminution of Transverse Sectional Area	X	does not exceed 10% of the as-built area
		exceeds 10% of the as-built area

Transverse sectional area of hull girder flange

		Measured	As-built	Diminution
Transverse Section 1	Deck flange	cm^2	cm^2	cm^2(%)
	Bottom flange	cm^2	cm^2	cm^2(%)
Transverse Section 2	Deck flange	cm^2	cm^2	cm^2(%)
	Bottom flange	cm^2	cm^2	cm^2(%)
Transverse Section 3	Deck flange	cm^2	cm^2	cm^2(%)
	Bottom flange	cm^2	cm^2	cm^2(%)

2. This section applies to ships constructed on or after 1 July 2002: Section modulus of transverse section of the ship's hull girder have been calculated by using the thickness of structural members measured, renewed or reinforced, as appropriate, during the SC renewal survey most recently conducted after the ship reached 10 years of age, and are found to be within their diminution limits and not less than 90% of the required section modulus of for new buildings, as shown in the following table:

Confirmation on Diminution of Actual Section Moduli

Diminution of Actual Section Modulus		is not less than the renewal criteria
		Is less than the renewal criteria

Transverse section modulus of hull girder

		Z_{act} (cm^3) *1	Z_{req} (cm^3) *2	Remarks
Transverse Section 1	Upper deck			
	Bottom			
Transverse Section 2	Upper deck			
	Bottom			
Transverse Section 3	Upper deck			
	Bottom			

Notes:

*1 Z_{act} means the actual section modulus of the transverse section of the ship's hull girder calculated by using the thickness of structural members measured, renewed or reinforced, as appropriate, during the SC renewal survey.

*2 Z_{req} means diminution limit of the longitudinal bending strength of ships and not less than 90% of the required section modulus for new buildings.

The calculation sheets for Z_{act} should be attached to this report.

3. This section applies to ships constructed before 1 July 2002: Section modulus of transverse sections of the ship's hull girder have been calculated by using the thickness of structural members measured, renewed or reinforced, as appropriate, during the SC renewal survey most recently conducted after the ship reached 10 years of age, and are found to meet the criteria required by the Society and that Z_{act} is not less than Z_{mc} (defined in note *2 below), as shown in the following table:

Confirmation on Diminution of Actual Section Moduli

Diminution of Actual Section Modulus		is not less than the renewal criteria
		Is less than the renewal criteria

Transverse section modulus of hull girder

		$Z_{\_act}$ (cm^3) *1	$Z_{\_mc}$ (cm^3) *2	Remarks
Transverse Section 1	Upper deck	.		
	Bottom			
Transverse Section 2	Upper deck			
	Bottom			
Transverse Section 3	Upper deck			
	Bottom			

Notes:
*1 As defined in note *1 of Table 2.
*2 $Z_{\_mc}$ means diminution limit of minimum section modulus calculated in accordance with the Table B5.2.6-1 of the GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS.

Table B5.2.6-1

Hull Section Modulus		
Applied Rule		
1964 to 1972 version (except case where "*fdB*" formula applied)	1973 to 1986 version	1986 to 2002 version
Rule requirement or $0.9W_{min} \times k$, whichever is greater. Where: W_{min} : Hull section modulus specified in 15.2.1-2, Part C of the Rules k : Material factor specified in 1.1.7-2, Part C of the Rules	87% of rule requirement	90% of rule requirement

The calculation sheets for $Z_{\_act}$ should be attached to this report.

Part 11. Conclusion

Evaluation of survey results indicates that the ship is fit for its intended service for the next five year period subject to proper maintenance and operation and to periodical surveys being carried out to the surveyors' satisfaction.

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