

Subject :

Condition Survey for Bulk Carriers  
over 18 years old of ages entering  
into Brazilian Ports

# **NKTECHNICAL INFORMATION**

No. : No.427

Date : 30 November 2001

To: Shipowners and Ship Management companies concerned

With regard to the above subject relating to our Technical Information No.165 dated on 27 July 1995, the Brazilian Government (DPC) has recently abolished the former Decree No.0007 and has established new one as the MARINE AUTHORITY STANDARD No.4. In this STANDARD the condition Survey are carried out as mentioned below.

## 1. Application of Condition Survey

- (1) Condition Survey shall be applied to all bulk carriers and combined ore-oil or ore-bulk-oil carriers aged 18 years old or older at the first entry into a Brazilian Port and loading bulk solid with specific weight 1.0 ton/m<sup>3</sup> or more.
- (2) In case where Condition Survey is carried out with satisfactory result, DOCUMENT OF COMPLIANCE will be issued for the vessel, with a validity of 1(one) year as from the date of the inspection.

## 2. Submission of Application for Condition Survey

- (1) Application for Condition Survey is to be submitted to any of the Classification Societies recognized by DPC (NK, ABS, BV, DNV, GL, LRS and RINA) but not to the Society with which the vessel is registered.
- (2) The desired survey date & port are to be notified to the DPC at least 10 (Ten) working days before the survey. And copies of application are to be submitted CP/DL/AG (Port Captain/Delegate/Agent) and the contacted Classification Society.

## 3. Preparation for Condition Survey

- (1) The following documents are to be prepared on board.
  - a. Detailed survey report of the last drydocking and/or of the last special survey, together with the thickness gauging reports.
  - b. Survey status with outstanding recommendations, if any, issued by the Classification Society of the vessel.
  - c. All statutory certificates required by the International Conventions to which Brazil is signatory, as well as the class certificates and registry certificates.
  - d. Documents that certify the firm name of the shipowner, operator, cargo owner, ship insurance company, cargo insurance company and P & I club.
- (2) The firms of thickness gauging is to be arranged prior to the survey. (For details of firms, see the attached sheet) It would be desirable that the ship is provided with the thickness gauging instrument.

**ClassNK** NIPPON KAIJI KYOKAI  
4-7, KIOI-CHO, CHIYODA-KU,  
TOKYO 102-8567, JAPAN.

(3) All the water ballast tanks are to be emptied and ventilated for inspection.

**4. Content of Condition Survey**

**(1) Document Check:**

Checking the documents mentioned above para. 3.(1) .

**(2) Extent of Condition Survey:**

Internal examination of all cargo holds and some water ballast tanks in addition to the Class Annual Survey items.

**(3) Thickness Gauging:**

Hull structure is to be spot gauged based on the latest thickness measurement record.

**(4) Others:**

An inspector of DPC will attend on board together with the Surveyor to the Classification Society.

**5. Survey Report (Statement)**

Upon completion of the Condition Survey, a Survey Report (refer to attachment) with the relevant photographs are issued by the contracted Classification Society to the Shipowner. The shipowner is to be submitted the survey report (Original and one copy) to CP/DL/AG.

The full name and address of the DPC are as mentioned below.

MARINHA DO BRASIL  
DIRECTORIA DE PORTOS E COSTAS (DPC)

Address : Rua Teofilo Otoni4 Centro  
Rio de Janeiro-RJ BRAZIL  
CEP 20090-070

Phone : 55-21- 3870-5236

Fax : 55-21-3870-5217

E-mail : [secom@dpc.mar.mil.br](mailto:secom@dpc.mar.mil.br)

For further details, please do not hesitate to contact our Survey Department at the Head Office.

Survey Department TEL: 81-3-5226-2027 / 2028 FAX:81-3-5226-2029

E-mail: [svd@classnk.or.jp](mailto:svd@classnk.or.jp)

Attached: 1. Marine Authority Standard No.4 (Tentative Translation)

◇Department in charge until 31 March 2018

Marine and Industrial Service Department

TEL: 81-43-294-6131

FAX:81-43-294-7217

E-mail:[mid@classnk.or.jp](mailto:mid@classnk.or.jp)

**NORMAM-04**  
**MARITIME AUTHORITY STANDARD N° 4**

**CHAPTER 2**

**CONDITION SURVEY – BULK CARRIERS**

**0201 – DEFINITIONS**

- a) **Heavy bulk cargoes** – ore or other similar products with a specific weight equal or greater than 1.0 ton/m<sup>3</sup>
- b) **Age of Vessel** – as from date of delivery, which can be found in the Supplement to the International Oil Pollution Prevention (IOPP) Certificate ( FORM A- Record of Construction and Equipment for Ships Other than Oil Tankers).
- c) **GEV** – DPC Special Inspections Group ( DPC - Ports and Coasts Directorate; *GEV – Grupo Especial de Vistorias* ).

**0202 – APPLICATION**

Regardless of their flag or size, condition surveys should be carried out for all bulk carriers and combined ore-oil or ore-bulk-oil carriers aged eighteen years and older, operating in Brazilian ports for loading bulk solids with specific weight of 1.0 ton/m<sup>3</sup> or more, such as iron ore, bauxite, manganese and phosphate. A declaration of the specific weight of the cargo by the charterer, shipowner or representative is not necessary.

**0203 – EXEMPTION FROM CONDITION SURVEY**

- a) Regardless of age, bulk carriers whose total bulk load does not exceed thirty percent of the deadweight of the vessel ( dwt ) are exempt from this inspection. The deadweight values for combined carriers (ore-oil or ore-bulk-oil) are available in the Supplement to the International Oil Pollution Prevention (IOPP) Certificate (FORM B).
- b) A carrier in transit need not be inspected, unless at the request of the shipowner, in which case the vessel should be prepared for inspection as stipulated in Item 0205(b)

**0204 – CARRYING OUT INSPECTIONS**

The inspections will be carried out in daylight, on any day after the arrival of the vessel in any Brazilian port, by a team consisting of the Special Inspections Group (GEV), a representative of the CP / DL / AG (Port Captain/Delegate/Agent) and the Classification society contracted by the shipowner.

Whenever a Special Inspections Group (GEV) representative is not on the team, an official from the CP / DL / AG or civilian equivalent should participate in the inspection in order to ensure full compliance with the procedures outlined in this Maritime Authority Standard ( NORMAM – *Norma da Autoridade Maritima* ).

Except when expressly stated otherwise by the DPC, the inspection should be carried out even in the absence of the Special Inspections Group (GEV) or CP / DL / AG.

#### 0205 – INSPECTION PRE-REQUISITES

##### a) Classification society

The shipowner or its duly-appointed representative should contract one of the classification societies recognized by the Brazilian Government to take part in the inspection, other than that rating the vessel in its class, together with the Special Inspections Group (GEV). The inspectors of these classification societies should be exclusive surveyors.

##### b) Conditions of the vessel

Before starting the inspection, the vessel should be anchored, totally unloaded, gas freed and without ballast, observing the safety measures applicable thereto.

##### c) Request for Inspection

The shipowner or its duly-appointed representative should forward a Request for Condition survey (SVC – *Solicitação de Vistoria de Condição*) to the DPC, through a document completed strictly in accordance with the model given in ANNEX 2-B. The Request for Condition Survey (SVC) should be submitted to the DPC within at least 10 (ten) working days prior to the date of arrival of the vessel, forwarded by mail or telefax. Copies of the Request for Condition Survey (SVC) should be immediately sent to the CP / DL / AG of the port where the inspection is to take place and the contracted Classification society.

Inspections to check off requirements outstanding from the previous Condition survey will be handled by the vessel's Classification society. At the discretion of the DPC, the Special Inspections Group (GEV) may make a subsequent inspection to verify the conditions of the vessel, based on the list of requirements presented by the vessel's Classification society. To enable decisions to be taken with regard to this inspection, the shipowner or its duly-appointed representative should advise the DPC and CP / DL / AG of the vessel's arrival date, with advance warning of at least 10 (ten) working days, and attaching the report from the vessel's Classification society on the problems that have been resolved.

##### d) Documentation

The Statutory Certificates stipulated in the International Conventions, of which Brazil is a signatory, the class and vessel registration certificates, and the documents verifying the registered name of the shipowner, operator, owner of the cargo, insurer of the hull, insurer of the cargo and insurer of the vessel (P&I Club) should be available on board at the time of the inspection.

e) Support

The shipowners or their duly-appointed representatives should supply all material and local transportation assistance, as well as contracting specialized companies, etc. as required to undertake the Condition survey. Prior contact should also be made with the contracted classification societies to settle details on the support which will be necessary. The CP / DL / AG should inform the Port Administrations and Federal Revenue Bureaus of the content of this Maritime Authority Standard (NORMAM) and the consequent need for authorization to be given for the inspectors to board the anchored vessels.

When the sea conditions at the location where the vessel is anchored make the sea journey and/or boarding unsafe for the inspectors, the CP / DL / AG is recommended to authorize the vessel to be anchored in a sheltered location, if possible, so that the Condition survey may be carried out before the vessel is berthed for loading;

f) Compensation

The Condition survey or release for loading of vessels with defects may be authorized by the DPC on payment of a compensation, according to the terms outlined in Item 0103 of this Maritime Authority Standard (NORMAM).

0206—INSPECTION SITE

At the request of the shipowner or its duly-appointed representative, the inspections may be undertaken at a port other than that where the vessel is to be loaded, when such port offers better access conditions, support and safety for the inspectors. However, the vessel may be released for loading only by the CP / DL / AG at the port where the vessel is to be loaded.

0207—SCOPE OF INSPECTION

a) Certificates

The Statutory Certificates stipulated in the International Conventions of which Brazil is a signatory, should be verified as well as the class certificates and ship register certificate.

b) Internal Structure

While the inspection is in progress, the inspectors should make a visual appraisal of the internal structures of the cargo holds, ballast tanks, double-bottom and topside ballast tanks (wing tanks) as well as other tanks, if any, at the discretion of the inspector. The thickness of structures and plates should be spot checked, based on the last thickness gauging report.

c) Watertightness

A visual and watertightness inspection should also be undertaken of holds/tanks on the main deck, paying special attention to the coamings, hold-covers, clamps and sealing methods, access hatches/manholes to the holds or double-bottom tanks, clamps and sealing devices.

#### 0208—RELEASE OF THE VESSEL FOR LOADING

The inspector from the contracted Classification society will issue a declaration, after analyzing the result of the inspection.

The standardized model of the declaration is contained in ANNEX 2-A, whose completion should be limited to the fields contained therein. The field entitled "Repairs to be Undertaken" should include, if appropriate, any thinned structures encountered and the recommendations contained in the vessel's Statutory Certificates for the structure and watertightness, although without mentioning the period allowed by the Classification society or by the Administration of the Vessel's flag country.

Immediately after completing the Condition survey, the original and copy of the declaration should be sent to the Port Captain, Delegate or Agent. In accordance with the result of the Condition survey, the Port Captain, Delegate or Agent will decide whether or not to authorize the Vessel for loading, through an official ruling stamped by the CP / DL /AG on the back of the Declaration. This same official ruling should be attached to the copy of the Declaration, which will be delivered to the shipowner's duly-appointed representative or the Charterer for presentation at the loading terminal. The original of the Declaration should be filed with the CP / DL / AG.

On the first working day following the inspection, the shipowner or its duly-appointed representative should send to the DPC a copy of the declaration issued by the inspectors. Should the Special Inspections Group (GEV) inspectors and/or the contracted Classification society note damages or deficiencies requiring in-depth analysis or urgent structural repairs, the vessel can only be released for loading if approved by the DPC.

The shipowner or its duly-appointed representative should advise the vessel's Classification society, which will supervise the repairs and/or deal with the outstanding requirements noted. In this case, the release of the vessel will depend on the presentation of a report by the vessel's Classification society, attesting that the deficiencies noted have been resolved.

#### 0209—PRESENTATION OF DOCUMENTS

After the inspection is completed, the shipowner or its duly-appointed representative should present copies of the following documents to the DPC.

- a) A detailed final report on the outcome of the inspection, issued by the contracted Classification society, accompanied by a report giving the results of thickness measurements together with photographs, in accordance with its rules.
- b) The Statutory Certificates stipulated in the International Conventions, of which Brazil is a signatory, as well as the class and vessel registration certificates.
- c) Documents which verify the official name of the shipowner, the operator, the insurer of the hull and the insurer of the vessel ( P&I CLUB ).

Should the vessel present deficiencies, the shipowner or its duly-appointed representative should also submit the detailed report from the vessel's Classification society to the DPC, covering repairs to the damages encountered during the Condition survey.

#### 0210 – DOCUMENT OF COMPLIANCE AND VALIDITY PERIOD

After the documents have been analyzed, checking that no deficiencies have been observed or that the deficiencies noted in the inspection have been resolved, the DOCUMENT OF COMPLIANCE will be issued for the vessel, with a validity period of 1(one) year as from the date of the inspection. The model of the Document of Compliance is included in ANNEX 2-C. When the vessel returns to a Brazilian port, the Special Inspections Group (GEV) may board the vessel to verify whether the deficiencies have been effectively resolved, so it can issue the DOCUMENT OF COMPLIANCE.

On request from the shipowner or Vessel charterer, Condition surveys subsequent to the first survey may be conducted, up to 2 (two) months before the termination of the validity period for the DOCUMENT OF COMPLIANCE. In this case the validity of the new DOCUMENT will be counted from the expiry date of the previous DOCUMENT OF COMPLIANCE.

#### 0211 – VESSEL CONTROL

The DPC will periodically disclose on the Internet a listing of the vessels inspected, and will send a copy of this list by E-mail to the CP / DL / AG.

In the case of vessels shown on the list as not released for subsequent loading, due to deficiencies pointed out by the Special Inspections Group (GEV) or contracted Classification society inspectors, the shipowners ( or their duly-appointed representatives ) Should resolve these deficiencies and forward the inspection report to the DPC, with at least 10 (ten) business days advance notice, prior to the return of the vessel for operation at Brazilian ports.

The vessel should be inspected to verify that the repairs were carried out and/or deficiencies resolved, preferably by the representative of the vessel's Classification society with head offices in Brazil. Should this inspection have been carried out abroad, then the representative in Brazil must make a statement on any reports issued by the vessel's Classification society abroad, issuing a document for the Ports and Coasts Directorate (DPC) certifying that the defects were resolved by the vessel's Classification society contracted by the shipowner. Classification societies with no representation in Brazil may indicate one of the classification societies recognized by the Brazilian Government to undertake this inspection and issue the report.

## ANNEX 1-G

## COMPENSATION TABLE

## 2- Condition survey :

- a) inspection carried out in the presence of the Special Inspections Group (GEV) representative:

- fees

GROSS TONNAGE	VALUE
Up to 1,000	R\$ 500.00
from 1,000 to 5,000	R\$ 650.00
from 5,000 to 10,000	R\$ 900.00
from 10,000 to 15,000	R\$ 1,050.00
Over 15,000	R\$ 1,200.00

- inspector fees: R\$ 240.00 for the first day, and  
R\$ 160.00 for each subsequent day;
- round trip air-ticket for the inspector, from Rip de Janeiro to the location of the inspection.

- b) inspection carried out not in the presence of the Special Inspections Group (GEV) representative:

- fees: R\$ 300.00