

Subject

Voyage Repairs and Maintenance

ClassNK

Technical Information

No. TEC-0830

Date 20 October 2010

To whom it may concern

As informed by ClassNK Technical Information No.TEC-0379 dated 17 October 2000, Guidelines for the Survey and Voyage Repairs based on IACS UR Z13 "Voyage Repairs and Maintenance" has been established. Please be informed that this guideline as well as UR Z13 was partly amended.

Where repairs to hull, machinery or equipment, which affect or may affect classification, are going 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 the surveyor's attendance during the voyage is to be submitted to and agree upon by the Surveyor reasonably in advance, except in extreme emergency circumstances. Failure to notify ClassNK, in advance of the repairs may affect class maintenance of the vessel.

In the following cases, submission of repair procedure may not be needed, but they should be documented in the ship's log and submitted thereafter to the attending Surveyor for use in determining further survey requirements.

- (1) Emergency repairs where in any extreme emergency circumstances
- (2) Maintenance and overhaul to hull, machinery and equipment in accordance with manufacturer's recommended procedures and established marine practice and which does not require ClassNK's approval
(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.)

This ClassNK Technical Information supersedes ClassNK Technical Information No. TEC-0379 dated 17 October 2000.

For any questions about the above, please contact:

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Attachment:

1. GUIDELINES FOR THE SURVEY OF VOYAGES REPAIRS

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Attachment 1. to
ClassNK Technical Information No. TEC-0830

GUIDELINES FOR THE SURVEY OF VOYAGES 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 weldment, 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 to be examined and tested as required to the satisfaction of the attending Surveyor.
- 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.