

MARITIME SAFETY COMMITTEE
94th session
Agenda item 21

MSC 94/21/Add.1/Corr.1
20 July 2015
Original: ENGLISH

**REPORT OF THE MARITIME SAFETY COMMITTEE ON
ITS NINETY-FOURTH SESSION**

Corrigendum

ANNEX 2

**RESOLUTION MSC.381(94)
(adopted on 21 November 2014)**

**AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME
OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS
AND OIL TANKERS, 2011 (2011 ESP CODE)**

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME
OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS
AND OIL TANKERS, 2011 (2011 ESP CODE)**

ANNEX A

**CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF
BULK CARRIERS**

Part A

**CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF
BULK CARRIERS HAVING SINGLE-SIDE SKIN CONSTRUCTION**

- 1 Paragraph 1.3.3 is replaced by the following:

"1.3.3 Where the damage found on the structure mentioned in paragraph 1.3.1 above is isolated and of a localized nature which does not affect the ship's structural integrity (as for example a minor hole in a cross-deck strip), consideration may be given by the surveyor to allow an appropriate temporary repair to restore watertight or weathertight integrity after evaluation of the surrounding structure and impose an associated condition or recommendation with a specific time limit in order to complete the permanent repair and retain the validity of the relevant statutory certification."

Annex 7 Condition evaluation report

2 The general particulars are replaced by the following:

"General particulars

Ship's name:	Administration/recognized organization identity number:
	Previous Administration/recognized organization identity number(s):
	IMO number:
...	

Annex 14 Procedural requirements for thickness measurement

3 Section 1 is replaced by the following:

"1 General

Thickness measurements required in the context of hull structural surveys, if not carried out by the recognized organization acting on behalf of the Administration, should be witnessed by a surveyor of the recognized organization. The attendance of the surveyor should be recorded. This also applies to thickness measurements taken during voyages."

Part B**CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS HAVING DOUBLE-SIDE SKIN CONSTRUCTION**

4 Paragraph 1.3.3 is replaced by the following:

"1.3.3 Where the damage found on the structure mentioned in paragraph 1.3.1 above is isolated and of a localized nature which does not affect the ship's structural integrity (as for example a minor hole in a cross-deck strip), consideration may be given by the surveyor to allow an appropriate temporary repair to restore watertight or weathertight integrity after evaluation of the surrounding structure and impose an associated condition or recommendation with a specific time limit in order to complete the permanent repair and retain the validity of the relevant statutory certification."

Annex 7 Condition evaluation report

5 The general particulars are replaced by the following:

"General particulars

Ship's name:	Administration/recognized organization identity number:
	Previous Administration/recognized organization identity number(s):
	IMO number:
...	

Annex 12 Procedural requirements for thickness measurement

6 Section 1 is replaced by the following:

"1 General

Thickness measurements required in the context of hull structural surveys, if not carried out by the recognized organization acting on behalf of the Administration, should be witnessed by a surveyor of the recognized organization. The attendance of the surveyor should be recorded. This also applies to thickness measurements taken during voyages."

ANNEX B**CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS
DURING SURVEYS OF OIL TANKERS****Part A****CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS
DURING SURVEYS OF DOUBLE-HULL OIL TANKERS**

7 Paragraph 1.3.3 is replaced by the following:

"1.3.3 Where the damage found on the structure mentioned in paragraph 1.3.1 above is isolated and of a localized nature which does not affect the ship's structural integrity (as for example a minor hole in a cross-deck strip), consideration may be given by the surveyor to allow an appropriate temporary repair to restore watertight or weathertight integrity after evaluation of the surrounding structure and impose an associated condition or recommendation with a specific time limit in order to complete the permanent repair and retain the validity of the relevant statutory certification."

Annex 9 Condition evaluation report

8 The general particulars are replaced by the following:

"General particulars

Ship's name:	Administration/recognized organization identity number:
	Previous Administration/recognized organization identity number(s):
	IMO number:
...	

9 Note 3 to table 2 (Transverse section modulus of hull girder) is replaced by the following:

"3 This section applies to ships constructed before 1 July 2002: Section moduli 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 in accordance with the provisions of paragraph 2.2.1.2 of

annex 12, and found to meet the criteria required by the Administration or the recognized organization and that Z_{act} is not less than Z_{mc} (defined in note 2 below) as specified in appendix 2 to annex 12, as shown in the following table.

Describe the criteria for acceptance of the minimum section moduli of the ship's hull girder for ships in service required by the Administration or the recognized organization."

Annex 12 Criteria for longitudinal strength of hull girder for oil tankers

10 Paragraph 2.2.1.2 is replaced by the following:

".2 for ships constructed before 1 July 2002, the actual section moduli (Z_{act}) of the transverse section of the ship's hull girder calculated in accordance with the requirements of 2.1.2.2 should meet the criteria for minimum section modulus for ships in service required by the Administration or recognized organization, provided that in no case Z_{act} should be less than the diminution limit of the minimum section modulus (Z_{mc}) as specified in appendix 2."

Part B

CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF OIL TANKERS OTHER THAN DOUBLE-HULL OIL TANKERS

11 Paragraph 1.3.3 is replaced by the following:

"1.3.3 Where the damage found on the structure mentioned in paragraph 1.3.1 above is isolated and of a localized nature which does not affect the ship's structural integrity (as for example a minor hole in a cross-deck strip), consideration may be given by the surveyor to allow an appropriate temporary repair to restore watertight or weathertight integrity after evaluation of the surrounding structure and impose an associated condition or recommendation with a specific time limit in order to complete the permanent repair and retain the validity of the relevant statutory certification."

Annex 9 Condition evaluation report

12 The general particulars are replaced by the following:

"General particulars

Ship's name:	Administration/recognized organization identity number:
	Previous Administration/recognized organization identity number(s):
	IMO number:
...	

13 Note 3 to table 2 (Transverse section modulus of hull girder) is replaced by the following:

"3 This section applies to ships constructed before 1 July 2002: Section moduli 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 in accordance with the provisions of paragraph 2.2.1.2 of annex 12, and found to meet the criteria required by the Administration or the recognized organization and that Z_{act} is not less than Z_{mc} (defined in note 2 below) as specified in appendix 2 to annex 12, as shown in the following table.

Describe the criteria for acceptance of the minimum section moduli of the ship's hull girder for ships in service required by the Administration or the recognized organization."

Annex 12 Criteria for longitudinal strength of hull girder for oil tankers

14 Paragraph 2.2.1.2 is replaced by the following:

".2 for ships constructed before 1 July 2002, the actual section moduli (Z_{act}) of the transverse section of the ship's hull girder calculated in accordance with the requirements of 2.1.2.2 should meet the criteria for minimum section modulus for ships in service required by the Administration or recognized organization, provided that in no case Z_{act} should be less than the diminution limit of the minimum section modulus (Z_{mc}) as specified in appendix 2."
