



Ref. T1/1.04

MSC/Circ.1070
12 June 2003

SHIP DESIGN, CONSTRUCTION, REPAIR AND MAINTENANCE

1 The Maritime Safety Committee, at its seventy-sixth session (4 to 13 December 2002), considered recommended action emanating from various formal assessment (FSA) studies on bulk carrier safety, in particular risk control options addressing steel repair and shipbuilding practices. The Committee noted that, although there were industry shipbuilding and repair standards available, these were only likely to be utilized when the repairs were carried out under the supervision of classification societies. In some circumstances, repairs were carried out with no records documenting when or where the repairs had taken place.

2 The Committee, at its seventy-seventh session (28 May to 6 June 2003), having considered the recommendations made by the Sub-Committee on Ship Design and Equipment at its forty-sixth session, urged Member Governments to remind companies, as defined in the ISM Code, operating ships flying their flag of the companies' obligations with respect to ship design, construction, repair and maintenance in compliance with the applicable provisions of regulations I/11 and II-1/3-1 and chapter IX of the 1974 SOLAS Convention, as amended, and regulation I/1 of the 1966 Load Lines Convention and of the 1988 Protocol relating thereto.

3 Additionally, the Committee, having noted another recommendation of the DE Sub-Committee to extend the principles of MSC/Circ.807 on Riding repairs to cover all repairs, approved the Guidelines for the survey of repairs, as set out in the annex, acknowledging that the said Guidelines would address the concerns expressed in paragraph 1.

4 Member Governments are invited to bring the provisions of the annexed Guidelines to the attention of shipowners, shipoperators, masters and other interested parties of the shipping industry and ensure that the Guidelines are adhered to when repairs are carried out.

5 This circular supersedes MSC/Circ.807.

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ANNEX

GUIDELINES FOR THE SURVEY OF REPAIRS

1 Where repairs of hull, machinery or equipment are to be carried out, which may affect the validity of statutory certificates, such repairs should be authorized by the Administration or a classification society acting on its behalf. Where emergency repairs are necessary, the repairs should be documented in the ship's log and submitted thereafter to the Administration or the classification society acting on its behalf for use in determining further survey requirements.

2 Prior to commencement of hull repairs, a meeting between the shipowner's representative, the class surveyor and other relevant parties, as applicable, should be held 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 should be based on the recommendations and/or concurrence of the Administration or the classification society acting on its behalf.
- .3 Availability of pertinent drawings.
- .4 Verification of new materials regarding certification, grade and scantlings. Verified mill sheets should remain on board and be provided to the attending surveyor examining the completed repairs.
- .5 Verification of welding consumables regarding certification and suitability for the materials involved. Check on availability of drying ovens, holding containers, etc.
- .6 Verification of the qualification of welders and supervisory personnel. Qualification records should remain on board and be provided to the attending surveyor examining the completed repairs.
- .7 Review of intended extent of repair.
- .8 Review of the intended provisions to facilitate sound weldments, i.e. cleaning, preheating (if applicable) adherence to welding sequence principles.
- .9 Application of repair coating.
- .10 Review of intended working conditions, i.e. staging, lighting, ventilation, etc.
- .11 Review of intended supervision and quality control.
- .12 Completed repairs should be examined and tested as required to the satisfaction of the attending surveyor.

- 3 All details and results of the above meetings should be documented.
 - 4 Any contemplated repairs to primary hull structures, i.e. main longitudinal and transverse members and their attachments, should be submitted to the Administration or the classification society acting on its behalf, for review prior to commencing the repairs.
 - 5 Any repairs to primary hull structures should require attendance by a surveyor at regular intervals to confirm fit-up, alignment, general workmanship and compliance with recommendations. Riding repairs to primary hull structures should not be permitted except in extreme circumstances.
 - 6 Non-destructive testing of completed repairs to primary structure should be carried out to the attending surveyor's satisfaction.
 - 7 Riding repairs to other hull structural parts may be accepted based on examination upon completion of repairs.
 - 8 No hull repairs should be accepted unless:
 - .1 the initial meeting has been carried out and conditions found satisfactory; and
 - .2 a final satisfactory examination upon completion is carried out.
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