

SUB-COMMITTEE ON IMPLEMENTATION
OF IMO INSTRUMENTS
2nd session
Agenda item 9

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**UPDATED SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM
OF SURVEY AND CERTIFICATION (HSSC)**

Consistency of In Water Survey (IWS) provisions for passenger and cargo ships

Submitted by the International Association of Classification Societies (IACS)

SUMMARY

Executive summary: This document proposes draft amendments to the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2011* (resolution A.1053(27) as amended by resolution A.1076(28)) to provide consistency between the In Water Survey (IWS) provisions for passenger and cargo ships

Strategic direction: 5.2

High-level action: 5.2.1

Planned output: 5.2.1.17

Action to be taken: Paragraph 6

Related documents: None

Background

1 It has come to the attention of IACS that an inconsistency exists between the provisions relating to the In Water Survey (IWS) of passenger and cargo ships, as set out in the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2011* (resolution A.1053(27) as amended by resolution A.1076(28)) (the Survey Guidelines).

2 Paragraph 5.10.3 of the Survey guidelines states that the rudder bearing clearances for passenger ships at the renewal survey need not be taken at the IWS (when the ship is afloat).

3 However, paragraph 4.6.2.2 of the HSSC Guidelines, read together with item (CB) 3.1.2 of annex 1 to the Survey Guidelines state that rudder bearing clearances should be taken for cargo ships, irrespective of whether the inspection is carried out in dry dock or afloat.

Discussion

4 In this regard and having discussed the issue extensively, IACS wishes to bring to the attention of the Sub-Committee the following observations and comments:

- .1 there are no technical reasons for differentiating such requirements according to the ship types (passenger or cargo ships);
- .2 the experience, gathered from a very large number of surveys on cargo ships, shows that the clearance progression between two consecutive bottom inspections in dry condition, spaced at a maximum of 60 months, is very slow; and
- .3 ensuring accurate measurements are taken of rudder bearing clearances when the ship is afloat is a challenge; and it is therefore normally the dry dock measurements that will be used in the development trending.

Proposal

5 Taking into account paragraphs 2 to 4 above, IACS proposes to modify paragraph 4.6.2.2 of the HSSC Guidelines as follows with track changes:

"4.6.2.2 Inspections of the outside of the ship's bottom should normally be carried out with the ship in a dry dock. However, consideration may be given to alternate inspections being carried out with the ship afloat. Special consideration should be given before ships of 15 years of age and over other than bulk carriers and oil tankers are permitted to have such surveys afloat. Inspection of the outside of the ship's bottom of bulk carriers and oil tankers of 15 years of age and over should be carried out with the ship in dry dock. Inspections with the ship afloat should only be carried out when the conditions are satisfactory and the proper equipment and suitably trained staff are available; rudder bearing clearances specified in item (CB) 3.1.2 of annex 1 need not be taken at the afloat inspections. For ships subject to enhanced survey, the provisions of paragraph 2.2.2² of annex A or B, as applicable, of resolution A.744(18), as amended, should apply."

and accordingly, to modify the item (CB) 3.1.2 of annex 1 to the Survey Guidelines as follows with track changes:

"(CB) 3.1.2 noting the clearances measured in the rudder bearings (as far as practicable in case of bottom inspection carried out afloat) "

Action requested of the Sub-Committee

6 The Sub-Committee is invited to consider the issue discussed above and, in particular, the proposal in paragraph 5, and take action as appropriate.
