

# *Polski Rejestr Statków*

## **RULES**

PUBLICATION NO. 54/P

**ALTERNATIVE HULL SURVEY ARRANGEMENTS**

**2016  
July**

Publications P (Additional Rule Requirements) issued by Polski Rejestr Statków complete or extended the Rules and are mandatory where applicable.



GDAŃSK

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## **1 GENERAL**

### **1.1 Scope of Application**

**1.1.1** The requirements of the present *Publication* apply, within the scope agreed with PRS, to ships classified by PRS and are an extension of the requirements regarding PRS' survey of hull, set forth in *Part I – Classification Regulations* of the *Rules for the Classification and Construction of Sea-going Ships*.

### **1.2 Definitions**

In addition to the definitions provided in *Part I – Classification Regulations*, the following definitions have been adopted:

**Alternative survey arrangements** – classification survey arrangements in which Periodical Surveys, performed directly by PRS' Surveyor, are replaced, to a specified extent, by other methods of survey.

**Continuous Survey of Hull (CHS)** – survey arrangement based on planned distribution, over a 5-year period, of specified hull items surveys required for class renewal. The list of these items (tanks, spaces, hull equipment) is prepared by the Owner and is subject to PRS' acceptance. Other items of hull and its equipment are subject to direct surveys in the scope specified for each particular Periodical Survey.

**Consolidated Supervision System of Hull (CSS)** – survey arrangement based on continuous monitoring of hull technical condition by the Owner in close cooperation with PRS. Periodical and Occasional Surveys are carried out by PRS' Surveyors within the scope derived from inspections carried out by the Owners, PSC, Flag State Administration and terminal personnel.

## **2 CONTINUOUS SURVEY OF HULL (CHS)**

### **2.1 General**

**2.1.1** At written request of the Owner, Continuous Survey may cover a new or an existing ship's hull – except the hull of oil tanker, bulk carrier, chemical tanker, gas carrier, combination carrier and general cargo ship.

**2.1.2** The Continuous Survey of Hull may, in general, be applied to the ship of age up to 15 years. The application of Continuous Survey to the hull over 15 years old or continuation of such survey is subject to PRS' consideration in each particular case. Continuous Survey of any existing ship hull may be initiated at the time of Class Renewal Survey only.

**When such a system is adopted all the requirements of the particular Hull Special Survey shall be completed at the end of the five-year class period.**

**2.1.3** PRS may withdraw agreement for applying Continuous Survey of Hull if the ship's technical condition has worsened or if particular items have not been submitted to survey at the due date.

**2.1.4** PRS may renounce Continuous Survey of Hull at the written request of the Owner.

**2.1.5** Renunciation of Continuous Survey results in the necessity to carry out the hull survey within the scope of Class Renewal Survey.

**2.1.6** During each 5-year classification cycle, all hull items are to be examined, measured and tested, if required, at regular intervals. The interval between consecutive surveys of particular item is not to exceed 5 years. For ships more than 10 years of age, the ballast tanks are to be internally examined twice in each five-year period, i.e. once within the scope of the intermediate survey and once within scope of the continuous system for the hull special survey. In well-grounded cases, PRS may determine other survey intervals.

**2.1.7** The list of hull items, covered by Continuous Survey, is given in ship Survey Status.

**2.1.8** The planning of surveys, within the Continuous Survey, is left to the Owner's discretion. It is recommended that the surveys and tests be carried out at the time of Periodical Surveys and be distributed, so far as practicable, over successive annual periods.

**2.1.9** Surveys of hull items, within the scope of Continuous Survey, are carried out exclusively by PRS' Surveyor. **The surveyor may extend the inspection at his discretion, to other items if the performed inspections revealed any defects.**

### **3 CONSOLIDATED SUPERVISION SYSTEM OF HULL (CSS)**

#### **3.1 General**

**3.1.1** At the written request of the Owner, Consolidated Supervision System may cover the hull of a new or an existing ship designed for the carriage of dry cargoes. Consolidated Supervision System of an existing ship hull may be initiated at the time of Class Renewal Survey only.

**3.1.2** PRS may withdraw agreement for applying Consolidated Supervision System if the ship's technical condition has worsened or if particular Owner's Inspection Reports have not been submitted in due time.

**3.1.3** PRS may renounce Consolidated Supervision System at the written request of the Owner.

**3.1.4** Renunciation of Consolidated Supervision System results in the necessity to carry out the hull survey within the scope of Class Renewal Survey.

**3.1.5** Owner's inspections may be carried out exclusively by trained and authorized, by PRS, crew members or the Owner's technical staff. The principles of training and authorization are given in Annex.

**3.1.6** The Owner is obliged to keep a Record Book, prepared on the basis of PRS Form CSS-RB, containing CSS performance records.

#### **3.2 Inspections Carried Out by the Owner**

**3.2.1** Inspections of holds are to be carried out after each discharging operation.

**3.2.2** Inspections of water ballast tanks are to be carried out at least twice between Periodical Surveys, carried out by PRS. Intervals between inspections are not to exceed 6 months. It is recommended that the second of these inspections should be carried out not earlier than 30 days before PRS' Periodical Survey.

**3.2.3** Inspections of fuel oil, lubricating oil and fresh water tanks are to be carried out whenever it is possible.

**3.2.4** Inspections of void spaces, cofferdams and all spaces below the freeboard deck are to be carried out at least once between PRS' Periodical Surveys. It is recommended that such inspection should be carried out not earlier than 60 days before PRS' Periodical Survey.

**3.2.5** The scope of the Owner's inspection is to include:

- close-up examination of shell plating and internal hull structures;
- close-up examination of butt fillet and welds;
- examination of protective coating.

**3.2.6** Special attention is to be paid to the following areas:

- side frames with their ends and adjacent plating;
- deck plating with adjacent stiffeners;
- bottom plating with adjacent stiffeners;
- watertight and oiltight bulkheads;
- hatch coamings and hatch covers.

**3.2.7** Any damage to hull structure exceeding the allowable limits (including buckling, grooving, detachment or fracture), as well as extensive areas of wastage over the allowable limits, which may affect the ship's structural integrity or the hull tightness, are to be immediately reported to PRS in order to determine, by PRS, the conditions for reinstatement of the hull satisfactory technical condition.

**3.2.8** From each Owner's inspection, Owner's Inspection Report is to be prepared and transferred immediately to PRS.

### **3.3 Inspections Carried Out by PSC, Flag State Administrations, Underwriters**

**3.3.1** The Owner is obliged to notify PRS about each case of inspection carried out by PSC, Flag State Administrations or Underwriters.

**3.3.2** The Owner is obliged to secure report from each inspection carried out by the inspection body, mentioned in 3.3.1.

**3.3.3** The Owner is obliged to immediately transfer to PRS any report from inspection carried out by any of, the above-mentioned, bodies.

**3.3.4** The Owner is obliged to request PRS to carry out survey if inspections carried out by PSC, Flag State Administrations or Underwriters disclosed damages and/or deficiencies which affect the ship's class validity.

### **3.4 Owner and Terminal Personnel Joint Inspection during Cargo Operations**

**3.4.1** All cargo operations are to be conducted under continuous monitoring by the ship's crew and according to the agreed loading operation plan.

**3.4.2** During cargo operations, hull structure loads and hull technical condition are to be continuously monitored.

**3.4.3** Each overloading of hull structure and/or damage resulting from the overloading or not proper work of cargo lifting appliances is to be recorded in the Owner's Inspection Report. The Report is to be immediately transferred to PRS.

### **3.5 PRS Surveys**

**3.5.1** The Owner is obliged to submit the ship for Annual, Intermediate and Class Renewal Survey at the dates resulting from *Part I – Classification Regulations* and specified in the ship Survey Status.

**3.5.2** The Owner is obliged to submit the ship for Occasional Survey in each case of grounding, any damage to the hull and its equipment and any detected deficiency in the hull equipment.

**3.5.3** PRS carries out surveys in the scope determined in *Part I – Classification Regulations*. When determining the scope of survey, PRS considers the results of inspections carried out by PSC, Flag State Administrations, Underwriters and terminal personnel.

**3.5.4** After each PRS' survey, PRS' Surveyor prepares Survey Report, on PRS Forms.

### **3.6 Assessment of Hull Technical Condition**

**3.6.1** The Owner is obliged to transfer, to PRS, the Owner's Inspection Reports, as well as the reports from inspections carried out by PSC, Flag State Administrations, Underwriters and terminal personnel.

**3.6.2** On the basis of PRS Survey Reports and the reports submitted by the Owner, PRS Head Office makes assessment of the hull technical condition, formulates recommendations and decides on maintaining the Consolidated Supervision System or its renunciation.

**3.6.3** All recommendations are to be dealt with by the date specified by PRS.

**PRINCIPLES OF TRAINING AND AUTHORIZATION  
TO CARRY OUT OWNER'S INSPECTION**

1. Authorization to carry out Owner's inspection within Consolidated Supervision System may be granted to the ship's officer or the Owner's technical inspector (hereinafter referred to as Officer).
2. Authorization is granted at the Owner's request.
3. Authorization to carry out inspection within Consolidated Supervision System is granted to the person concerned and is valid for the period of the Officer's employment by the Owner, who applied for the authorization.
4. Authorization is granted after completion, by the Officer, of the training provided by PRS.
5. Officer training consists of theoretical and practical training.
6. Theoretical training covers knowledge within the scope provided by the following books and publications:
  - IMO, Resolution A.866(20), Guidance to Ships' Crews and Terminal Personnel for Bulk Carrier Inspections;
  - IACS, Bulk Carriers, Guidelines for Surveys, Assessment and Repair of Hull Structure;
  - IACS, General Cargo Ships, Guidelines for Surveys, Assessment and Repair of Hull Structure;
  - PRS, Publication No. 39/P – Hull Surveys of Bulk Carriers;
  - ABS, Coating Systems, A Guidance Manual for Field Surveyors;
  - IACS, Shipbuilding and Repair Quality Standard;
  - WITHERBY – Inspection, repair and maintenance of ship structure;
  - PRS, Instructions for Surveyors.
7. Practical training covers the following:
  - the Officers and PRS' Surveyors joint performance of general and close-up examination of at least 3 holds, 5 water ballast tanks, 1 oil tank, 2 void spaces and 2 cofferdams, as well as inspection of rudder arrangement, bottom and side valves, anchor windlass and mooring winches;
  - the assessment of the selected hull structures and machinery;
  - determining repair technology;
  - filling in Owner's Inspection Report;
  - transfer, to PRS and the Owner's office, of information concerning Owner's, as well as other, inspections.
8. After completion of training, the Officer is granted PRS authorization to carry out the Owner's inspection within Consolidated Supervision System.

**List of amendments effective as of 1 July 2016**

<i>Item</i>	<i>Title/Subject</i>	<i>Source</i>
<a href="#">2.1.2</a>	General	IACS UR Z6 Rev6 Jun 2015
<a href="#">2.1.9</a>	General	IACS UR Z6 Rev6 Jun 2015