



**GUIDANCE FOR
THE CLASSIFICATION AND CONSTRUCTION**

PART 7. CLASS NOTATION

VOLUME D
GUIDANCE FOR HULL INSPECTION AND
MAINTENANCE PROGRAM
2013 EDITION

BIRO KLASIFIKASI INDONESIA



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THE CLASSIFICATION AND CONSTRUCTION**

PART 7. CLASS NOTATION

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MAINTENANCE PROGRAM
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Section 1

Introduction

A General

The Hull Inspection and Maintenance Program is offered by BKI to assist Owners and Operators to more effectively inspect and maintain their vessels or offshore units.

Vessels or offshore units enrolled in this program may be eligible for the class notation HIMP.

This Guidance details the procedures associated with the development and implementation of an approved Hull Inspection and Maintenance Program. When properly performed by qualified inspectors, such a program may be used as an aid to more effectively assess and document the condition of the hull structure.

A hull inspection or maintenance plan does not supersede the judgment of an BKI Surveyor, nor does it waive BKI Surveyor attendance for the periodic surveys necessary for maintenance of Class, including damage and repair, as required by applicable BKI Rules

1. IACS PR 33 Owner's Hull Inspection and Maintenance Schemes

Owner's hull inspection and maintenance schemes are to be encouraged as a means for maintaining compliance with classification and statutory requirements between surveys. However, these schemes are not to be accepted as an alternative to, or a substitute for, the performance of required classification and/or statutory surveys of the hull by the Surveyors of the Society, or of another duly authorized Society. The Surveyors may be assisted, where appropriate, by service suppliers as defined in UR Z17.

B. Purpose

This Guidance sets forth requirements for the Hull Inspection and Maintenance Program intended to assist ship Owners, managers and operators in the development, improvement, and application of their hull maintenance management systems.

C. Scope

This Guide is intended to address the requirements for the Hull Inspection and Maintenance Program in conjunction with the applicable BKI Rule Requirements.

These requirements are applicable to those features that are permanent in nature and can be verified by plan review, calculation, physical survey or other approved means.

1. Statutory Requirements

The application of this Guidance does not cover any statutory survey requirements that may apply to the vessel or offshore unit being considered (e.g., Load Line, SOLAS, MARPOL, MODU Code).

Although BKI is authorized to perform statutory surveys on behalf of flag states, BKI is not in a position to alter or waive the statutory requirements. The administration or regulatory body is the final determining body for statutory or regulatory requirements under their jurisdiction.

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Section 2

Program Requirement

In order to enroll in the Hull Inspection and Maintenance Program (HIMP), vessels or offshore units are to meet the following conditions:

A. Age and Type of Vessel or Offshore Unit

There is no restriction on the type or age of a vessel or offshore unit when entered into the program. The program is offered to all BKI classed vessels and offshore units. When an existing vessel or offshore unit applies to enter the program, BKI will conduct a review of the vessel's or offshore unit's Survey History to assess the details of the hull structure, previous hull damages, open recommendations and tank coating conditions. Upon completion of this review, the Owner is to be notified of any issues, which do not comply with the Hull Inspection and Maintenance Program requirements. Vessels or offshore units found to be in satisfactory condition may be considered eligible for the program.

To assist in the BKI review, Owners may support the application with details of their in-place maintenance programs.

B. Surveys

Surveys related to the vessel or offshore unit are to be up-to-date and without outstanding recommendations related to the Hull Inspection and Maintenance Program.

C. Damages

Outstanding recommendations/conditions of class related to the vessel's or offshore unit's hull, are to be rectified prior to participation in the Hull Inspection and Maintenance Program.

Damage, failure, deterioration or repair to the hull, which affects or may affect classification, is to be submitted for examination by a BKI Surveyor at the first opportunity. All repairs found necessary are to be carried out to the Surveyor's satisfaction.

D. Implementation Surveys

The HIMP notation may be assigned to a vessel or offshore unit upon verification of the following by the BKI Surveyor:

- Approval by BKI for entry into the HIMP Program
- Approved software is installed and operational on the vessel's or offshore unit's computer, or alternatively, a BKI approved HIMP Manual is placed on board.
- Written confirmation from the BKI that it has provided, or will provide within a specified period, owner's representatives with Qualified Inspector training, or alternatively, evidence of another BKI approved Qualified Inspector training program.

E. Periodic Surveys to Maintain the Hull Inspection and Maintenance Program

Following the implementation survey, the Hull Inspection and Maintenance Program is to be subject to annual confirmation surveys conducted in conjunction with each Annual Survey - Hull. The Surveyor is to review and verify the following information during each Annual Survey - Hull:

- Vessel's or Offshore Unit's Status and History
- Approved software maintained with the minimum inspection criteria as outlined in Subsection 2/A of this Guidance, or alternatively, a BKI Approved HIMP Manual reflecting compliance with the aforementioned minimum inspection criteria is onboard the vessel or offshore unit.
- Hull Inspection and Maintenance Program information is being updated on the Approved software, or alternatively, the BKI approved HIMP manual and the planned inspections are being carried out

and reported upon by a Qualified Inspector responsible for maintaining the details of the program as required.

At the time of the survey, the Surveyor is also to conduct a general review of the HIMP inspections undertaken by the Qualified Inspector(s) within the previous year. Areas with damages or other defects indicated in the inspection report(s), that affect or may affect classification are to be examined by an BKI Surveyor.

Note: During other classification surveys such as the Intermediate and Special Periodical or Continuous Survey - Hull, the records of the Hull Inspection and Maintenance Program are to be made available for the attending Surveyor(s) to review prior to conducting the survey.

F. Cancellation of Program

The class notation HIMP may be terminated by BKI if any of the following is found:

- The program is not being satisfactorily carried out,
- Maintenance records are found to be unacceptable
- General condition of the hull structure is determined to be unacceptable

Under any of the following circumstances the program, as well as the notation, is to be suspended at such time until an updated plan is resubmitted for approval:

- Change of ownership or management of the vessel or offshore unit
- Transfer of class

The Owner may cancel the Hull Inspection and Maintenance Program at any time by informing BKI in writing.

Section 3

HIMP Minimum Requirements

A. Details of the Program

The Owner's HIMP program is to include the following:

1. Confirmation that the Company has a Safety Policy and enclosed space entry procedures in place. (For information only)
2. The program must report on (as a minimum) the following tanks/spaces (where fitted):
 - 2.1 All ballast tanks/peak tanks/brine tanks/pre-load tanks
 - 2.2 All cargo tanks or cargo holds, mud tanks, and cement tanks
 - 2.3 All fuel oil/lube oil/waste oil tanks
 - 2.4 All fresh water tanks and drill water tanks
 - 2.5 All void spaces/cofferdams/pipe tunnels/chain lockers
 - 2.6 All longitudinal/cross deck box girders/legs, columns, and pontoons
 - 2.7 Main deck including all:
 - Hatch covers/closing appliances
 - Deck fittings/deck equipment
 - Main deck piping/supports
 - 2.8 Shell Plating
 - 2.9 Sea connections and overboard discharges
 - 2.10 Machinery spaces (Engine room, steering gear room, bow thrusters spaces, cargo pump rooms, shaker rooms, and mud pit/mud pump rooms) below the freeboard deck.
 - 2.11 Superstructures and deck houses (including doors and closing appliances)
3. Details of any coating application and condition for each of the above spaces
4. General Arrangement Plans available onboard
5. Mid-ship Section or Operations Manual for Offshore units Plan available onboard
6. Maintenance descriptions for each item detailing the minimum work necessary to demonstrate that a satisfactory examination of the item will be made.
7. Sample reporting and recording procedures to demonstrate that the Hull Inspection and Maintenance Program is being properly adhered to onboard. This shall include a system for reporting the following information to the Owners/Management office and for recording onboard the following information:
 - 7.1 Details of the inspections carried out (details are to include proper structure identification such as tank/ on hold information, frame number, deck, shell plating, stringers, bulkheads and longitudinal as identified the vessel's or offshore unit's drawings)
 - 7.2 The conditions as found including documentation by representative digital photographs. A minimum of six (6) photos per area examined. The photos are to be digitally date stamped.
 - 7.3 Any findings, repairs or maintenance undertaken shall be reported upon by a Company-consistent scheme which is capable of denoting the severity of any findings.
8. Training of Qualified Inspectors is to be provided by the BKI, or alternatively, another BKI - approved training program (see Subsection 3/C). When the training has been provided by a facility other than the BKI, a record of the BKI approval of the training program shall be kept onboard the vessel

or offshore unit for verification at annual surveys.

9. Records of Qualified Inspectors are to be maintained onboard the vessel or offshore unit for Surveyor verification. As a minimum, this shall include the individual's name, title, unique qualification tracking number (e.g., License no., seaman card no., company employee no., Qualification certificate no., etc), the name of the facility which provided the training, and the date of the last related training or re-training.

B. HIMP Inspection Interval/Requirements

The inspections performed in accordance with the approved software or the BKI-approved HIMP manual are not intended to preclude the Owner from carrying out occasional or additional inspections and maintenance as a result of an unexpected failure or event (such as damage resulting from heavy weather or cargo loading/unloading operations) which may affect the condition of the hull or equipment. When occasional inspections and maintenance are carried out, the details of such inspections including the conditions found, are to be recorded. If any deficiency which affects or may affect classification is discovered during the HIMP inspection, it is to be submitted by the Owner or Operator for examination by a Surveyor at the first opportunity in accordance with applicable BKI Rules

1. 12 Months Inspection Interval

The following survey details are expected to be examined and reported on every 12 months by the Owners qualified inspector as part of the HIMP program:

- 1.1. Deck area structure
- 1.2. All Ballast Tanks/Preload tanks/Brine Tanks and Cargo/Ballast tanks including peak tanks
 - Structure
 - Coating Condition
- 1.3. Hatch covers and access hatches with closing appliances
- 1.4. Deck equipment, deck fittings, helicopter landing pads
- 1.5. Piping and supports
- 1.6. Superstructures and deckhouses, including doors and closing appliances
- 1.7. Shell plating above the waterline
- 1.8. Cargo holds, cargo tanks and spaces, mud and cement spaces
- 1.9. Voids and/or cofferdams
- 1.10. Pipe ducts, tunnels, legs, columns, and pontoons
- 1.11. Longitudinal box girders and cross deck box beams
- 1.12. Other accessible spaces
- 1.13. Sea connections and overboard discharges

2. 30 Months Inspection Interval

The following survey details are expected to be examined and reported on every 30 months by the Owners qualified inspector as part of the HIMP program:

- 2.1. Shell plating below the waterline
- 2.2. Oily water tanks
- 2.3. Other voids/cofferdams/aft & fwd storerooms

3. 60 Months Inspection

The following survey details are expected to be examined and reported on every 60 months by the

Owners qualified inspector as part of the HIMP program:

- 3.1. Fresh water tanks and drill water tanks
- 3.2. Fuel oil and lube oil tanks
- 3.3. Mud and cement tanks
- 3.4. Miscellaneous tanks

4. The inspection date for the Hull Inspection and Maintenance Program should occur between the regularly scheduled Class Surveys.

C. Qualified Inspector Training

The vessel's or offshore unit's designated Qualified Inspector responsible for carrying out the inspections required by the Hull Inspection and Maintenance Program is to undergo training prior to being accepted as Qualified for this program.

The training can be done by the BKI, by an outside training program, or internally as decided by the Owner/Operator. If the training is not conducted by BKI, details of the training program are to be submitted to BKI for review prior to acceptance.

As a minimum requirement, the training program is to include topics such as the method for surveying ship structure, coating evaluation, terminology of applicable ship structure, classification surveys, typical hull defects and/or critical areas associated with the ship type, acceptance and evaluation criteria, reporting, etc.

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Section 4

Onboard Documentation

A. General

Vessels or offshore units in the HIMP program are required to maintain onboard the following documents:

1. Copies of Qualified Inspector Certificates for all inspectors who have performed inspections on the vessel or offshore unit. They should be retained onboard for a minimum of 3 years.
2. A copy of the Hull Inspection and Maintenance Program Manual, as applicable
3. Inspection reports and associated photographs
4. Structural drawings for the vessel or offshore unit

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Annex

List of Definitions

Ballast Tank – All Vessels

A *Ballast Tank* is a tank which is used primarily for the carriage of salt water ballast.

Ballast Tank – Tankers ESP

A *Ballast Tank* is a tank which is used solely for the carriage of salt water ballast.

Ballast Tank – Bulk Carriers ESP

A *Ballast Tank* is a tank which is used solely for salt water ballast, or where applicable, a space which is used for both cargo and salt water ballast will be treated as a ballast tank when substantial corrosion has been found in that space. A double side tank is to be considered as a separate tank even if it is in connection to either the topside tank or the hopper side tank.

Critical Structural Areas

Critical Structural Areas are locations which have been identified from calculations to require monitoring or from the service history of the subject ship or from similar or sister ships to be sensitive to cracking, buckling or corrosion that could impair the structural integrity of the ship.

Oil

Oil, for the purpose of the Rules, means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products other than petrochemicals which are subject to the provisions of Annex II of MARPOL 73/78.

Representative Spaces/Tanks

Representative Spaces/Tanks are those which are expected to reflect the condition of other spaces of similar type and service and with similar corrosion prevention systems. When selecting representative spaces, account should be taken of the service and repair history onboard and identifiable Critical Structural Areas and/or Suspect Areas.

Spaces

Spaces are separate compartments including holds, tanks, cofferdams, and void spaces bounding cargo holds, decks, and the outer hulls.

Tanker

A *Tanker* is a ship which is constructed primarily to carry liquid cargo in bulk. Oil Carriers, Combination Carriers, Chemical Carriers and Liquefied Gas Carriers are included in this category.

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