Since the publication of the 2011 ESP Code, the following amendments have been adopted by the Maritime Safety Committee:

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| MSC.371(93)| Annex A  
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Part A (double-hull oil tankers)  
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| MSC.381(94)| Annex A  
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Resolution MSC.371(93)

Annex A
Code on the enhances 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 General

1.2 Definitions

1 At the end of paragraph 1.2.6, the following sentence is added:
“For transversely framed bulk carriers, a transverse section includes adjacent frames and their end connections in way of transverse sections.”

2 In paragraph 1.2.7, the words “structural areas” are inserted between the words “identifiable critical” and “and/or suspect areas”.

3 At the end of paragraph 1.2.9, the words “a gauged (or measured) thickness between tnet + 0.5 mm and tnet” are replaced by the words “a measured thickness between t_{net} + 0.5mm and t_{net}. Renewal thickness (t_{ren}) is the minimum allowable thickness, in mm, below which renewal of structural members is to be carried out.”

4 In paragraph 1.2.11 the figure “10” is inserted between the words “hard scale at” and “per cent”.

5 At the beginning of paragraph 1.2.17, the words “Special consideration or” are inserted before the words “Specially considered”.

6 The following new paragraph 1.2.18 is added after existing paragraph 1.2.17:
“1.2.18 Pitting corrosion is defined as scattered corrosion spots/areas with local material reductions which are greater than the general corrosion in the surrounding area. Pitting intensity is defined in figure 2 of annex 15.”

1.3 Repairs

7 The following new paragraph 1.3.3 is added after existing paragraph 1.3.2:
“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 weather tight integrity after evaluation of the surrounding structure and impose an associated condition of classification or recommendation with a specific time limit in order to complete the permanent repair and retain classification.”

2 Renewal survey

2.1 General

8 At the end of paragraph 2.1.1, the following sentence is added:
“When the renewal survey is commenced prior to the fourth annual survey, the entire survey is to be completed within 15 months if such work is to be credited to the renewal survey.”
2.3 Space protection

The following new paragraph 2.3.3 is added after existing paragraph 2.3.2:

“2.3.3 For bulk carriers built under IACS Common Structural Rules (CSR), the identified substantial corrosion areas may be:

.1 protected by coating applied in accordance with the coating manufacturer’s requirements and examined at annual intervals to confirm the coating is in good condition; or alternatively

.2 required to be measured at annual intervals.”

3 Annual survey

3.4 Examination of cargo holds

At the end of paragraphs 3.4.1.3 and 3.4.2.3, the following sentence is added:

“for bulk carriers built under the IACS Common Structural Rules, the annual thickness gauging may be omitted where a protective coating has been applied in accordance with the coating manufacturer’s requirements and is maintained in good condition;”

3.5 Examination of ballast tanks

At the end of paragraph 3.5, the following sentence is added:

“For bulk carriers built under the IACS Common Structural Rules, the annual thickness gauging may be omitted where a protective coating has been applied in accordance with the coating manufacturer’s requirements and is maintained in good condition;”

4 Intermediate survey

4.2 Bulk carriers 5 to 10 years of age

4.2.1 Ballast tanks

In the second sentence of paragraph 4.2.1.3, the words “hard protective” are inserted between the words “breakdown of” and “coating”.

4.2.3 Extent of thickness measurement

At the end of paragraph 4.2.3.3, the following new sentence and explanatory note are added:

“For bulk carriers built under IACS Common Structural Rules, the identified substantial corrosion areas may be:

.1 protected by coating applied in accordance with the coating manufacturer’s requirements and examined at annual intervals to confirm the coating is in good condition; or alternatively

.2 required to be measured at annual intervals.

Explanatory note:

For existing bulk carriers, where owners may elect to coat or recoat cargo holds as noted above, consideration may be given to the extent of the close-up surveys and thickness measurement. Prior to the coating of cargo holds of existing ships, scantlings should be ascertained in the presence of a surveyor.”

The following new paragraph 4.2.3.4 is added after existing paragraph 4.2.3.3:

“4.2.3.4 Where hard protective coating is fitted in cargo holds and is found in GOOD condition, the extent of the close-up surveys and thickness measurements may be specially considered.”
6 Documentation on board

6.3 Supporting documents

15 At the end of paragraph 6.3.2, the following text is added:

“(for CSR bulk carriers, these plans are to include for each structural element both the as-built and renewal thickness. Any thickness for voluntary addition is also to be clearly indicated on the plans. The midship section plan to be supplied on board the ship is to include the minimum allowable hull girder sectional properties for hold transverse section in all cargo holds).”

Part B

Code on the enhanced programme of inspections during surveys of double-side skin construction

1 General

1.2 Definitions

16 At the end of paragraph 1.2.6, the following sentence is added:

“For transversely framed bulk carriers, a transverse section includes adjacent frames and their end connections in way of transverse sections.”

17 At the end of paragraph 1.2.9, the words “a gauged (or measured) thickness between t_{net} + 0.5 mm and t_{net}” are replaced by the words “a measured thickness between t_{ren} + 0.5 mm and t_{ren}. Renewal thickness (t_{ren}) is the minimum allowable thickness, in mm, below which renewal of structural members is to be carried out”.

18 At the beginning of paragraph 1.2.17, the words “Special consideration or” are inserted before the words “Specially considered”.

1.3 Repairs

19 The following new paragraph 1.3.3 is added after the existing paragraph 1.3.2:

“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 weather tight integrity after evaluation of the surrounding structure and impose an associated condition of classification or recommendation with a specific time limit in order to complete the permanent repair and retain classification.”

2 Renewal survey

2.1 General

20 At the end of paragraph 2.1.1, the following sentence is added:

“When the renewal survey is commenced prior to the fourth annual survey, the entire survey is to be completed within 15 months if such work is to be credited to the renewal survey.”

2.3 Space protection

21 The following new paragraph 2.3.3 is added after the existing paragraph 2.3.2:

“2.3.3 For bulk carriers built under IACS Common Structural Rules (CSR), the identified substantial corrosion areas may be:

.1 protected by coating applied in accordance with the coating manufacturer’s requirements and examined at annual intervals to confirm the coating in way is still in good condition; or alternatively

.2 required to be measured at annual intervals.”
3 Annual survey

3.4 Examination of cargo holds
22 At the end of paragraphs 3.4.1.2 and 3.4.2.2, the following sentence is added:
“for bulk carriers built under the IACS Common Structural Rules, the annual thickness gauging may be
omitted where a protective coating has been applied in accordance with the coating manufacturer’s
requirements and is maintained in good condition;”

3.5 Examination of ballast tanks
23 At the end of paragraph 3.5, the following sentence is added:
“for bulk carriers built under the IACS Common Structural Rules, the annual thickness gauging may be
omitted where a protective coating has been applied in accordance with the coating manufacturer’s
requirements and is maintained in good condition;”

4 Intermediate survey

4.2 Double-side skin bulk carriers 10 to 15 years age
4.2.3 Extent of thickness measurements
24 At the end of paragraph 4.2.3.3, the following new sentence and explanatory note are added:
“For bulk carriers built under IACS Common Structural Rules, the identified substantial corrosion areas may
be:

.1 protected by coating applied in accordance with the coating manufacturer’s requirements
and examined at annual intervals to confirm the coating in way is still in good condition; or
alternatively

.2 required to be measured at annual intervals.

Explanatory note:
For existing bulk carriers, where owners may elect to coat or recoat cargo holds as noted above, consideration
may be given to the extent of the close-up surveys and thickness measurement. Prior to the coating of cargo
holds of existing ships, scantlings should be ascertained in the presence of a surveyor.”

6 Documentation on board

6.3 Support documents
25 At the end of paragraph 6.3.1.2, the following text is added:
“(for CSR bulk carriers, these plans are to include for each structural element both the as-built and renewal
thickness. Any thickness for voluntary addition is also to be clearly indicated on the plans. The midship
section plan to be supplied on board the ship is to include the minimum allowable hull girder sectional
properties for hold transverse section in all cargo holds)”
Annex B
Code on enhanced programme of inspections during surveys of oil tankers

Part A
Code on the enhanced programme of inspection during surveys of double-hull oil tankers

1 General

1.2 Definitions

26 At the end of paragraph 1.2.6, the following sentence is added:

“For transversely framed oil tankers, a transverse section includes adjacent frames and their end connections in way of transverse sections.”

27 In paragraph 1.2.7, the words “structural areas” are inserted between the words “identifiable critical” and “and/or suspect areas”.

28 At the end of paragraph 1.2.9, the words “a gauged (or measured) thickness between t_{net} + 0.5 mm and t_{net}” are replaced by the words “a measured thickness between t_{ren} + 0.5mm and t_{ren}. Renewal thickness (t_{ren}) is the minimum allowable thickness, in mm, below which renewal of structural members is to be carried out”.

29 In the first sentence of paragraph 1.2.10, the word “protective” is inserted between the words “full hard” and “coating”.

30 At the beginning of paragraph 1.2.16, the words “Special consideration or” are inserted before the words “Specially considered”.

1.3 Repairs

31 At the end of paragraph 1.3.1.5, the words “(combination carriers)” are added.

32 The following new paragraph 1.3.3 is added after existing paragraph 1.3.2:

“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 of classification or recommendation with a specific time limit in order to complete the permanent repair and retain classification.”

2 Renewal survey

2.1 General

33 At the end of paragraph 2.1.1, the following sentence is added:

“When the renewal survey is commenced prior to the fourth annual survey, the entire survey is to be completed within 15 months if such work is to be credited to the renewal survey.”

34 The following new paragraph 2.1.6 is added after existing paragraph 2.1.5:

“2.1.6 Concurrent crediting to both intermediate survey and renewal survey for surveys and thickness measurements of spaces should not be acceptable.”
2.5 Extent of thickness measurements
35 At the end of paragraph 2.5.2, the words “should have thickness measurements taken.” are replaced by the words “are to be examined. Areas of substantial corrosion identified at previous surveys are to have thickness measurements taken.”

3 Annual survey

3.5 Examination of ballast tanks
36 At the end of paragraph 3.5.2, the following sentence is added:

“For oil tankers built under IACS Common Structural Rules, the identified substantial corrosion areas are required to be examined and additional thickness measurements are to be carried out.”

4 Intermediate survey

4.1 General
37 The following new paragraph 4.1.4 is added after existing paragraph 4.1.3 and the existing paragraph 4.1.4 is renumbered as 4.1.5:

“4.1.4 For oil tankers built under IACS Common Structural Rules, the identified substantial corrosion areas are required to be examined and additional thickness measurements are to be carried out.”

6 Documentation on board

6.3 Supporting documents
38 At the end of paragraph 6.3.2, the following text is added:

“(for CSR ships these plans are to include for each structural element both the as built and renewal thickness. Any thickness for voluntary addition is also to be clearly indicated on the plans. The midship section plan to be supplied on board the ship is to include the minimum allowable hull girder sectional properties for the tank transverse section in all cargo tanks)”
Part B
Code on the enhanced programme of inspections during surveys of oil tankers other than double-hull oil tankers

1 General

1.2 Definitions

At the end of paragraph 1.2.6, the following sentence is added:

“For transversely framed oil tankers, a transverse section includes adjacent frames and their end connections in way of transverse sections.”

In paragraph 1.2.7, the words “structural areas” are inserted between the words “identifiable critical” and “and/or suspect areas”.

At the beginning of paragraph 1.2.16, the words “Special consideration or” are added before the words “Specially considered”.

1.3 Repairs

The following new paragraph 1.3.3 is added after the existing paragraph 1.3.2:

“1.3.3 Where the damage found on 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 weather tight integrity after evaluation of the surrounding structure and impose an associated condition of classification or recommendation with a specific time limit in order to complete the permanent repair and retain classification.”

2 Renewal survey

2.1 General

At the end of paragraph 2.1.1, the following sentence is added:

“When the renewal survey is commenced prior to the fourth annual survey, the entire survey is to be completed within 15 months if such work is to be credited to the renewal survey.”

2.5 Extent of thickness measurements

At the end of paragraph 2.5.2, the words “should have thickness measurements taken” are replaced by the words “are to be examined. Areas of substantial corrosion identified at previous surveys are to have thickness measurements taken.”

6 Documentation on board

6.3 Supporting documents

At the end of paragraph 6.3.1, the following text is added:

“If for CSR ships these plans are to include for each structural element both the as built and renewal thickness. Any thickness for voluntary addition is also to be clearly indicated on the plans. The midship section plan to be supplied on board the ship is to include the minimum allowable hull girder sectional properties for hold transverse section in all cargo tanks.”
Resolution MSC.381(94)
adopted on 21 November 2014

Annex A
Code on the enhanced programme of inspections during survey of bulk carriers

Part A
Code on the enhanced programme of inspections during surveys of bulk carriers having single-side skin construction

1 General

1.3 Repairs

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.”

5 Preparations for survey

5.3 Access to structures

2 The text in paragraph 5.3.2.3 is replaced by the following:

“3 hydraulic arm vehicles such as conventional cherry pickers, lifts and moveable platforms;”

3 The following new paragraph 5.5 is added after the existing paragraph 5.4:

“5.5 Rescue and emergency response equipment

If breathing apparatus and/or other equipment is used as “Rescue and emergency response equipment” then the equipment should be suitable for the configuration of the space being surveyed.”

4 The existing paragraphs 5.5 and 5.6 are renumbered, respectively.

5 In the table of contents, a new reference to paragraph “5.5 Rescue and emergency response equipment” is added after reference to paragraph 5.4 and the existing reference to paragraph numbers 5.5 and 5.6 are renumbered accordingly.

5.6 Surveys at sea or at anchorage

6 In the renumbered paragraph 5.6.7, the referenced paragraph numbers 5.5.5 and 5.5.6 are replaced by 5.6.5 and 5.6.6.

6 Documentation on board

6.1 General

7 The following new paragraph 6.1.3 is added after the existing paragraph 6.1.2:

“6.1.3 For bulk carriers subject to SOLAS regulation II-1/3-10, the owner should arrange the updating of the Ship Construction File (SCF) throughout the ship’s life whenever a modification of the documentation included in the SCF has taken place. Documented procedures for updating the SCF should be included within the Safety Management System.”
6.3 Supporting documents

The existing text under paragraph 6.3 is numbered as paragraph 6.3.1 and the following new paragraph 6.3.2 is added at the end of paragraph 6.3:

“6.3.2 For bulk carriers subject to SOLAS regulation II-1/3-10, the Ship Construction File (SCF), limited to the items to be retained on board, should be available on board.”

6.4 Review of documentation on board

The existing text under paragraph 6.4 is numbered as paragraph 6.4.1 and the following new paragraphs 6.4.2 and 6.4.3 are added at the end of paragraph 6.4:

“6.4.2 For bulk carriers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify that the update of the Ship Construction File (SCF) has been done whenever a modification of the documentation included in the SCF has taken place.

6.4.3 For bulk carriers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify any addition and/or renewal of materials used for the construction of the hull structure are documented within the Ship Construction File list of materials.”

Annex 7
Condition evaluation report

The general particulars are replaced by the following:

“General particulars

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…”

Annex 14
Procedural requirements for thickness measurement

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 double-side skin construction

1 General

1.3 Repairs

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.

5 Preparations for survey

5.3 Access to structures

The text in paragraph 5.3.2.3 is replaced by the following:

“3 hydraulic arm vehicles such as conventional cherry pickers, lifts and moveable platforms;”

5.5 Surveys at sea or at anchorage

The following new paragraph 5.5 is added after the existing paragraph 5.4:

“5.5 Rescue and emergency response equipment

If breathing apparatus and/or other equipment is used as “Rescue and emergency response equipment” then the equipment should be suitable for the configuration of the space being surveyed.”

The existing paragraphs 5.5 and 5.6 are renumbered, respectively.

In the renumbered paragraph 5.6.7, the referenced paragraph numbers 5.5.5 and 5.5.6 are replaced by 5.6.5 and 5.6.6.

6 Documentation

6.1 General

For bulk carriers subject to SOLAS regulation II-1/3-10, the Owner should arrange the updating of the Ship Construction File (SCF) throughout the ship’s life whenever a modification of the documentation included in the SCF has taken place. Documented procedures for updating the SCF should be included within the Safety Management System.

6.3 Supporting documentation

For bulk carriers subject to SOLAS regulation II-1/3-10, the Ship Construction File (SCF), limited to the items to be retained on board, should be available on board.”
6.4 Review of documentation on board

The existing text under paragraph 6.4 is numbered as paragraph 6.4.1 and the following new paragraphs 6.4.2 and 6.4.3 are added at the end of paragraph 6.4:

6.4.2 For bulk carriers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify that the update of the Ship Construction File (SCF) has been done whenever a modification of the documentation included in the SCF has taken place.

6.4.3 For bulk carriers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify any addition and/or renewal of materials used for the construction of the hull structure are documented within the Ship Construction File list of materials.

Annex 7
Condition evaluation report

The general particulars are replaced by the following:

“General particulars

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<td>Previous Administration/recognized organization identity number(s):</td>
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<td></td>
<td>IMO number:</td>
</tr>
</tbody>
</table>

...”

Annex 12
Procedural requirements for thickness measurement

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 inspection during surveys of double-hull oil tankers

1 General

1.1 Application

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.”

2 Renewal survey

2.6 Extent of tank pressure testing

The text in paragraph 2.6.1 is replaced by the following new text:

“The minimum requirements for ballast tank pressure testing at the renewal survey are given in 2.6.3 and in annex 3.

The minimum requirements for cargo tank testing at the renewal survey are given in 2.6.4 and annex 3.

Cargo tank testing carried out by the vessel’s crew under the direction of the master may be accepted by the surveyor provided the following conditions are complied with:

1 the tank testing procedure has been submitted by the owner and reviewed by the Administration or recognized organization prior to the testing being carried out;
2 there is no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank;
3 the tank testing has been satisfactorily carried out within special survey window not more than 3 months prior to the date of the survey on which the overall or close up survey is completed;
4 the satisfactory results of the testing is recorded in the vessel’s logbook; and
5 the internal and external condition of the tanks and associated structure are found satisfactory by the surveyor at the time of the overall and close up survey.”

5 Preparations for survey

5.3 Access to structures

The text in paragraph 5.3.2.3 is replaced by the following:

“.3 hydraulic arm vehicles such as conventional cherry pickers, lifts and moveable platforms;”

5.5 Surveys at sea or at anchorage

The following new paragraph 5.5 is added after the existing paragraph 5.4:

“5.5 Rescue and emergency response equipment

If breathing apparatus and/or other equipment is used as “Rescue and emergency response equipment” then the equipment should be suitable for the configuration of the space being surveyed.”

The existing paragraphs 5.5 and 5.6 are renumbered, respectively.

In the table of contents, a new reference to paragraph “5.5 Rescue and emergency response equipment” is added after reference to paragraph 5.4 and the existing reference to paragraph numbers 5.5 and 5.6 are renumbered accordingly.
5.6 Survey planning meeting
29 In the renumbered paragraph 5.6.7, the referenced paragraph numbers 5.5.5 and 5.5.6 are replaced by 5.6.5 and 5.6.6.

6 Documentation on board
6.1 General
30 The following new paragraph 6.1.3 is added after the existing paragraph 6.1.2:

"6.1.3 For oil tankers subject to SOLAS regulation II-1/3-10, the Owner should arrange the updating of the Ship Construction File (SCF) throughout the ship's life whenever a modification of the documentation included in the SCF has taken place. Documented procedures for updating the SCF should be included within the Safety Management System."

6.3 Supporting documents
31 The existing text under paragraph 6.3 is numbered as paragraph 6.3.1 and the following new paragraph 6.3.2 is added at the end of paragraph 6.3:

"6.3.2 For oil tankers subject to SOLAS regulation II-1/3-10, the Ship Construction File (SCF), limited to the items to be retained on board, should be available on board."

6.4 Review of documentation on board
32 The existing text under paragraph 6.4 is numbered as paragraph 6.4.1 and the following new paragraphs 6.4.2 and 6.4.3 are added at the end of paragraph 6.4:

"6.4.2 For oil tankers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify that the update of the Ship Construction File (SCF) has been done whenever a modification of the documentation included in the SCF has taken place.

6.4.3 For oil tankers subject to SOLAS regulation II-1/3-10, on completion of the survey, the surveyor should verify any addition and/or renewal of materials used for the construction of the hull structure are documented within the Ship Construction File list of materials."

Annex 9
Condition evaluation report
33 The general particulars are replaced by the following:

"General particulars

<table>
<thead>
<tr>
<th>Ship's name:</th>
<th>Administration/recognized organization identity number:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Previous Administration/recognized organization identity number(s):</td>
</tr>
<tr>
<td></td>
<td>IMO number:</td>
</tr>
</tbody>
</table>

...

34 Paragraph 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
35 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

1 General

1.3 Repairs

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.”

2 Renewal survey

2.6 Extent of tank pressure testing

The text in paragraph 2.6.1 is replaced by the following new text:

“2.6.1 The minimum requirements for ballast tank pressure testing at the renewal survey are given in 2.6.3 and in annex 3. The minimum requirements for cargo tank testing at the renewal survey are given in 2.6.4 and annex 3. Cargo tank testing carried out by the vessel’s crew under the direction of the master may be accepted by the surveyor provided the following conditions are complied with:

.1 the tank testing procedure has been submitted by the owner and reviewed by the Administration or recognized organization prior to the testing being carried out;

.2 there is no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank;

.3 the tank testing has been satisfactorily carried out within special survey window not more than 3 months prior to the date of the survey on which the overall or close up survey is completed;

.4 the satisfactory results of the testing is recorded in the vessel’s logbook; and

.5 the internal and external condition of the tanks and associated structure are found satisfactory by the surveyor at the time of the overall and close up survey.”

5 Preparations for survey

5.3 Access to structures

The text in paragraph 5.3.2.3 is replaced by the following:

“.3 hydraulic arm vehicles such as conventional cherry pickers, lifts and moveable platforms;”

5.5 Surveys at sea

The following new paragraph 5.5 is added after the existing paragraph 5.4:

“5.5 Rescue and emergency response equipment

If breathing apparatus and/or other equipment is used as “Rescue and emergency response equipment” then the equipment should be suitable for the configuration of the space being surveyed.”

The existing paragraphs 5.5 and 5.6 are renumbered, respectively.
Resolution MSC.381(94)

41 In the table of contents, a new reference to paragraph “5.5 Rescue and emergency response equipment” is added after reference to paragraph 5.4 and the existing reference to paragraph numbers 5.5 and 5.6 are renumbered accordingly.

5.6 Survey planning meeting

42 In the renumbered paragraph 5.6.7, the referenced paragraph numbers 5.5.5 and 5.5.6 are replaced by 5.6.5 and 5.6.6.

Annex 9
Condition evaluation report

43 The general particulars are replaced by the following:

“General particulars

<table>
<thead>
<tr>
<th>Ship’s name:</th>
<th>Administration/recognized organization identity number:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Previous Administration/recognized organization identity number(s):</td>
<td></td>
</tr>
<tr>
<td>ISO number:</td>
<td></td>
</tr>
</tbody>
</table>

…”

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

“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 1 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

45 Paragraph 2.2.1.2 is replaced by the following:

“This 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.”