Z11 (1993) (Rev 1 1996) (Rev.2 June 2000) (Rev.3 July 2004) (Rev.4 Mar 2011) (Rev.5 Sept 2015)

Mandatory Ship Type and Enhanced Survey Programme (ESP) Notations

1 PREAMBLE

1.1 The regime of enhanced surveys given in Unified Requirements Z10.1, Z10.2, Z10.3, Z10.4 and Z10.5 as appropriate, are applicable to a number of ship types falling within the broad definitions of oil tankers, chemical tankers and bulk carriers contained in those Unified Requirements.

1.2 To clearly indicate to shipowners and the users of Member Societies' register books those ships which are subject to an enhanced survey programme, the following notations shall be included within the class notation assigned to all such ships, built and/or maintained in accordance with a Member Society's Rules and Regulations.

1.3 Survey requirements can be found in:
- UR Z10.1 for oil tankers which are not double hull oil tankers;
- UR Z10.2 for single side skin bulk carriers[1];
- UR Z10.3 for chemical tankers;
- UR Z10.4 for double hull oil tankers;
- UR Z10.5 for double side skin bulk carriers[1];
- UR Z10.2 and/or Z10.5 for ore carriers, depending on the structural configuration;
- UR Z10.2 and/or Z10.5 and Z10.1 and/or Z10.4 for combination carriers (ore/oil and oil/bulk/ore), depending on the structural configuration~~.~~ ;
- UR Z10.2 and/or Z10.5 for self-unloaders, depending on the structural configuration.

These URs should be referred to for their detailed applicability.

2 SHIP TYPE AND ENHANCED SURVEY PROGRAMME (ESP) NOTATIONS

2.1 Oil Tanker

The ship type notation "OIL TANKER", or equivalent, and the notation "ESP" shall be assigned to sea going self-propelled ships[2] which are constructed generally with integral tanks and intended primarily to carry oil in bulk. This type notation shall be assigned to tankers of both single and double hull construction, as well as tankers with alternative structural arrangements, e.g. mid-deck designs. Typical midship sections are given in Figure 1.

Note: Oil Tankers that do not comply with MARPOL I/19 may be subject to International and/or National Regulations requiring phase out under MARPOL I/20 and/or MARPOL I/21

1 For bulk carriers with hybrid cargo hold arrangements, i.e. with some cargo holds of single side skin and others of double side skin, the requirements of UR Z10.2 are to apply to cargo holds of single side skin and Z10.5 to cargo holds of double side skin.

2 Self-propelled ships are ships with mechanical means of propulsion not requiring assistance from another ship during normal operation.

Revision Note:

1. Changes introduced in Rev.3 are to be implemented from 1st January 2005.
2. Changes introduced in Rev.4 are to be implemented from 1 Jan 2012.
3. Changes introduced in Rev.5 are to be implemented from 1 January 2017.

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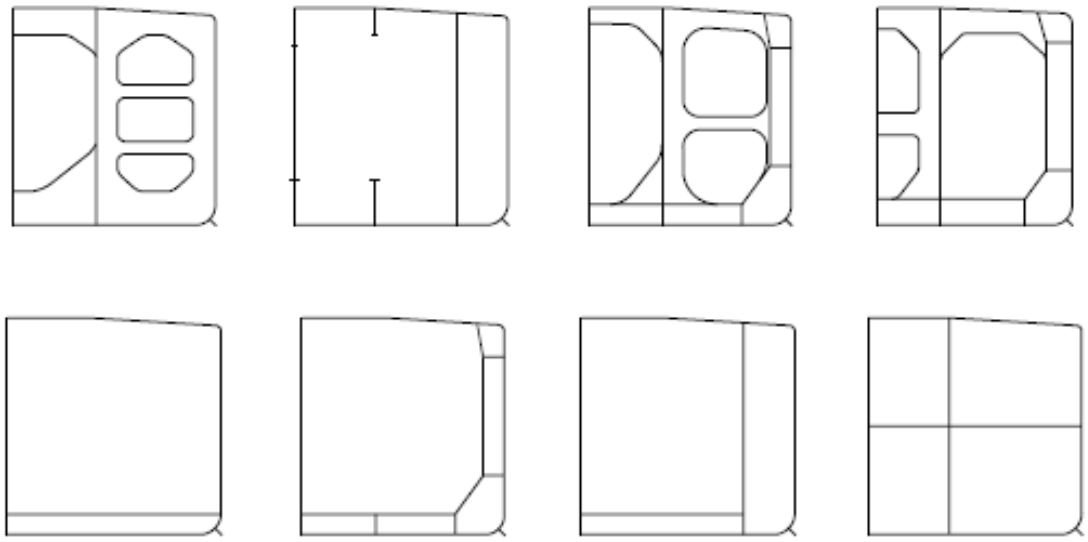

Figure 1

2.2 Bulk Carrier

The ship type notation "BULK CARRIER", or equivalent, and the notation "ESP" shall be assigned to sea going self-propelled ships[2] which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in cargo length area and intended primarily to carry dry cargoes in bulk. Typical midship sections are given in Figure 2.

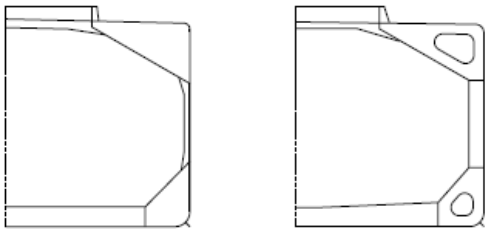

Figure 2

2.3 Ore Carrier

The ship type notation "ORE CARRIER", or equivalent, and the notation "ESP" shall be assigned to sea going self-propelled ships[2] which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds only. Typical midship section are given in Figure 3.

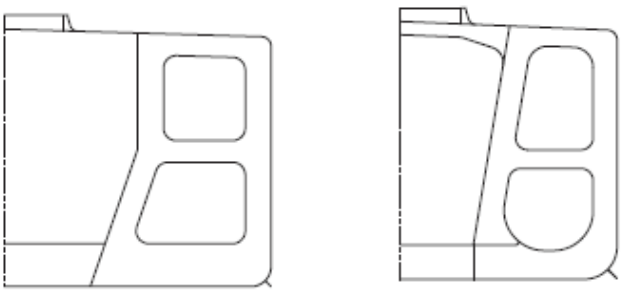

Figure 3

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2.4 Combination Carrier

1 “Combination carrier" is a general term applied to ships intended for the carriage of both oil and dry cargoes in bulk; these cargoes are not carried simultaneously, with the exception of oily mixture retained in slop tanks. The ship types defined in .2 and .3 below shall be considered to be combination carriers.

2 The ship type notation 'ORE/OIL CARRIER", or equivalent, and the notation "ESP" shall be assigned to sea going self-propelled ships[2] which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds or of oil cargoes in centre holds and wing tanks. Typical midship sections are given in Figure 4.
Note: ORE/OIL carriers that do not comply with MARPOL I/19 may be subject to International and/or National Regulations requiring phase out.

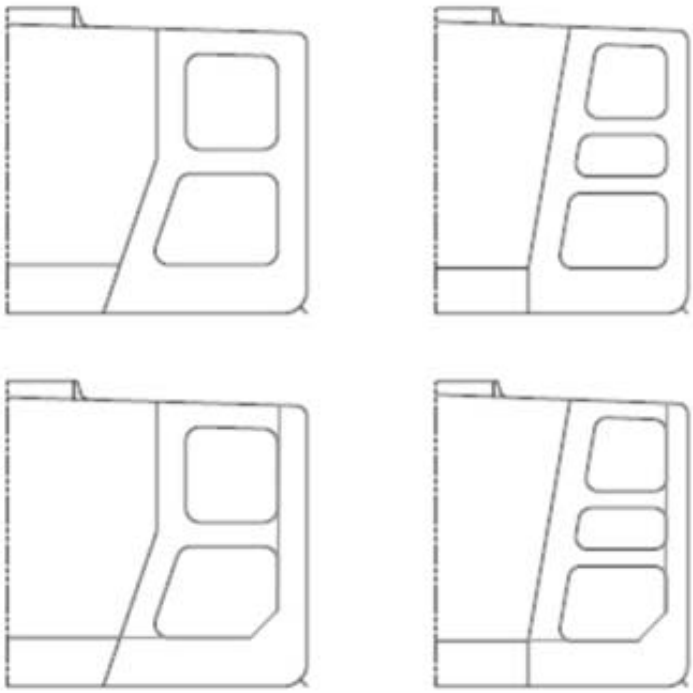

Figure 4

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3 The ship type notation "OIL/BULK/ORE (OBO) CARRIER", or equivalent, and the notation "ESP" shall be assigned to sea going self-propelled ships[2] which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks, and with single or double side skin construction in the cargo length area, and intended primarily to carry oil or dry cargoes, including ore, in bulk. Typical midship sections are given in Figure 5. Note: OIL/BULK/ORE carriers that do not comply with MARPOL I/19 may be subject to International and/or National Regulations requiring phase out.

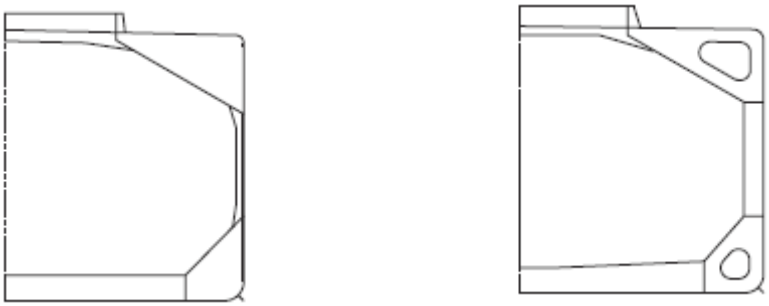

Figure 5

2.5 Self-Unloading Bulk Carriers

The ship type notation “SELF-UNLOADERS", or equivalent, and the notation "ESP" shall be assigned to sea going self-propelled ships[2] which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in cargo length area and intended to carry and self-unload dry cargoes in bulk. Typical midship sections are given in Figure 6.

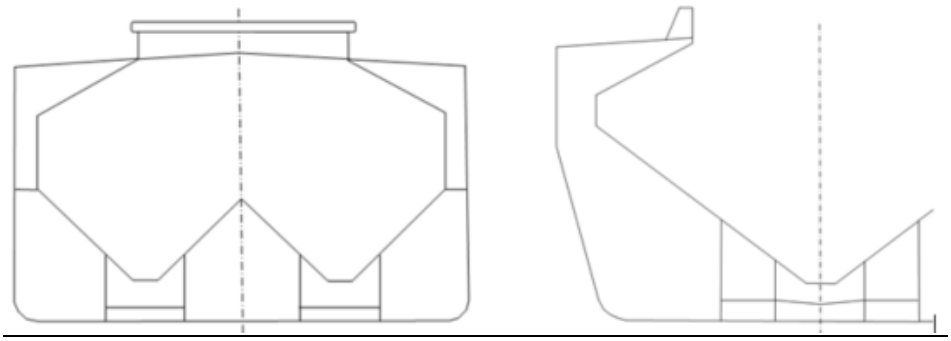

Figure 6

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2.~~5~~6 Chemical Tankers

The ship type notation “CHEMICAL TANKER”, or equivalent, and the notation “ESP” shall be assigned to sea going self-propelled ships[2] which are constructed generally with integral tanks and intended primarily to carry chemicals in bulk. This type notation shall be assigned to tankers of both single or double hull construction, as well as tankers with alternative structural arrangements. Typical midship sections are given in Figure ~~6~~7.

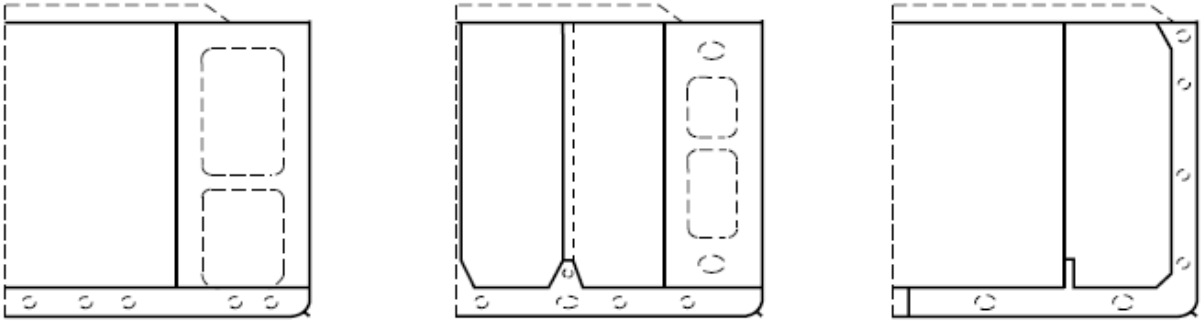

Figure ~~6~~7

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