

# TÜRK LOYDU



## **RULES FOR TÜRK LOYDU HULL INSPECTION AND MAINTENANCE PROGRAM 2013**

This latest edition incorporates all rule changes. The latest revisions are shown with a vertical line. The section title is framed if the section is revised completely. Changes after the publication of the rule are written in red colour.

Unless otherwise specified, these Rules apply to ships for which the date of contract for construction is on or after 1<sup>st</sup> of July 2013. New rules or amendments entering into force after the date of contract for construction are to be applied if required by those rules. See Rule Change Notices on TL website for details.

If there is a difference between the rules in English and in Turkish, the rule in English is to be considered as valid. This publication is available in print and electronic pdf version.

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**SECTION 1****INTRODUCTION**

	<b>Page</b>
<b>1.1 GENERAL</b> .....	<b>1- 2</b>
<b>1.2 DEFINITIONS</b> .....	<b>1- 2</b>
<b>1.3 SCOPE</b> .....	<b>1- 2</b>
<b>1.4 APPLICABILITY TO STATUTORY REQUIREMENTS</b> .....	<b>1- 2</b>

## 1.1 General

Türk Loydu Hull Inspection and Maintenance Program is offered by Türk Loydu to assist Owners and Operators to more effectively inspect and maintain the hull structure on their vessels. This program is developed by taking into account IACS PR 33 requirement which is stated in \*.

When properly performed by customer's qualified inspectors who are acceptable to TL, such a program may be used as an aid to more effectively assess and document the condition of the hull structure.

Hull structure inspection and maintenance on vessels using the program with or without the associated notation, does not supersede the judgment of an TL Surveyor, nor does it waive TL Surveyor attendance for the periodic surveys necessary for maintenance of Class, including damage and repair, as required by the applicable TL Rules used for classing the vessel's hull structure.

## 1.2 Definitions

**1.2.1** The general term "vessel" used throughout these rules is meant to be a ship, a barge or any other floating structure where these rules may be applicable. Vessels enrolled in this program may be eligible for the optional class notation **HP**.

**1.2.2** The general term "customer" used throughout these rules is meant to be Owner or Operator of the vessel. Both Owner and Operator of the vessel shall apply to program and one of them shall be attained and declared to TL for communication for the application of these rules.

## 1.3 Scope

**1.3.1** These Rules are intended to address the requirements for the Türk Loydu Hull Inspection and Maintenance Program in conjunction with the applicable requirements of the TL rules.

## 1.4 Applicability to Statutory Requirements

The application of this Program does not cover any statutory survey requirements that may apply to the vessel being considered (SOLAS, MARPOL, IACS etc.) These notation only covers classification requirements about hull.

### *\*1.1 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.*

**SECTION 2****PROGRAM REQUIREMENTS**

	<b>Page</b>
<b>2.1 GENERAL .....</b>	<b>2- 2</b>
<b>2.2 APPLICATION TO HP NOTATION .....</b>	<b>2- 2</b>
<b>2.3 REQUIREMENTS ABOUT COMPANY PROCEDURE FOR PROGRAM AND RECORDING FORMAT .....</b>	<b>2- 2</b>
<b>2.4 CLASS SURVEYS .....</b>	<b>2- 2</b>
<b>2.5 DAMAGES AND FAILURES .....</b>	<b>2- 2</b>
<b>2.6 INITIAL SURVEY FOR HP NOTATION .....</b>	<b>2- 2</b>
<b>2.7 PERIODIC SURVEYS .....</b>	<b>2- 2</b>
<b>2.8 TERMINATION OF PROGRAM .....</b>	<b>2- 3</b>

## 2.1 General

These rules may be applied to any vessel classed by TL. There is no restriction on the age or type of a vessel for application of the program. In order to enroll in the Türk Loydu Hull Inspection and Maintenance Program, vessels are to meet the conditions listed 2.2 to 2.8.

## 2.2 Application to HP notation

Vessel's survey history shall be reviewed by TL to assess the details of the hull structure, previous hull damages, open recommendations and tank coating conditions. Upon completion of this review, the customer is to be notified of any issues, which do not comply with the TL rules.

Vessels found to be in satisfactory condition may be considered eligible for HP notation. Company Procedure for Program and recording format shall be submitted to TL for review. Also evidences about attained Qualified Inspector by customer (training records , or alternatively, evidence of another training program which is acceptable by TL) shall be submitted to TL.

## 2.3 Requirements about Company Procedure for Program and Recording Format

Company Procedure for Program and Recording Format shall be submitted to TL for review. This procedure shall at least include the following. All revisions in procedure shall be submitted to TL for verification before implementation.

- Safety policy of the company and safety precautions for entry into enclosed spaces
- Responsibilities for program (At least for Qualified Inspector)
- Vessel plans, drawings, coating details etc.
- Inspection periods and list of items for inspections (Detailed for annual, intermediate and 5 year inspections)
- Evaluation methods for corrosion, coating performance, deformation
- Notification requirements for damages and failures
- Recording methods of findings, minimum number of representative digital/printed photographs etc.
- Identification of records (folder names, date stamps for digital photographs and videos)
- Backup procedures for digital records
- Restrictions for repairs and maintenance

## 2.4 Class Surveys

TL periodic surveys required to maintain classification of the vessel are to be up-to-date and without any outstanding recommendations affecting the vessel's hull structure.

## **2.5 Damages and Failures**

Any class and/or statutory outstanding recommendations/deficiencies associated with the vessel's hull structure are to be satisfactorily rectified prior to participation in HP notation. Damage, failure, deterioration or repair to the hull, which affects or may affect classification, is to be submitted for examination to TL Surveyor at the first opportunity.

All repairs found necessary are to be carried out to the Surveyor's satisfaction prior to participation in HP notation.

## **2.6 Initial survey for HP notation**

Implementation of HP notation requires an onboard attendance by TL. The HP notation becomes fully effective upon verification survey and confirmation of the following by the TL Surveyor.

### **2.6.1. Verification of Onboard Documents**

The following documents are to be confirmed by the attending TL Surveyor:

- Approval by TL for entry into HP notation.
- Company Procedure for program and recording format reviewed by TL are placed on board.
- Written confirmation from TL on the acceptance of Qualified Inspector .

### **2.6.2. Survey**

After completion of document verification, the following survey is to be carried out:

- A minimum of one ballast tank and one cargo area are to be examined by Qualified Inspector in the presence of the TL Surveyor.
- The Qualified Inspector's decisions, including grading of the zones is to be assessed by the TL Surveyor.
- The Qualified Inspector's capability and proper entry of the findings into the recording format is to be assessed by the TL Surveyor.

Upon satisfactory completion of the above, the attending Surveyor is to report back to TL recommending the vessel's HP notation to be initiated in the TL system.

## **2.7 Periodic Surveys**

HP notation is to be subject to annual confirmation surveys in line with each Annual Survey – Hull, and the TL Surveyor shall review and verify the following information:

- Vessel's Status and History
- Planned inspections are being carried out and reported upon by a Qualified Inspector responsible for maintaining the details of the program as required and relevant records reflecting compliance are onboard the vessel.

- Areas with damages or other defects indicated in the inspection report(s), that affect or may affect classification. (These areas are to be examined by an TL Surveyor)

Customer shall submit inspection and maintenance records to TL before Annual, Intermediate and Special Periodical or Continuous Survey – Hull, for the attending TL Surveyor(s) to review prior to survey.

### **2.8 Termination of Program**

The class notation HP notation may be terminated by TL if any of the following is found:

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

HP notation is to be suspended if there is a change of ownership or management of the vessel. The Owner or Operator may cancel the HP notation at any time by informing TL in writing.



**SECTION 3****HP REQUIREMENTS**

	<b>Page</b>
<b>3.1</b> DETAILS OF THE PROGRAM .....	<b>3- 2</b>
<b>3.2</b> EVIDENCES OF PROPER IMPLEMENTATION .....	<b>3- 2</b>
<b>3.3</b> HP NOTATION INSPECTION PERIODS AND REQUIREMENTS .....	<b>3- 2</b>
<b>3.4</b> QUALIFIED INSPECTOR TRAINING .....	<b>3- 4</b>

### 3.1 Details of the Program

Customer shall keep at least the following items onboard for the implementation of program :

- Procedure for entry into enclosed spaces
- Company Procedure for Program and Recording Format reviewed by TL. The program is to at least report on structural condition/grading of all applicable items required to be inspected in accordance with "HP Notation Inspection Periods and Requirements" All records about program shall demonstrate the condition of hull as described in these rules.
- General Arrangement Plans
- Mid-ship Section plan
- Coating Technical File (if applicable) or information about coating

### 3.2 Evidences of Proper Implementation

Vessels attained by HP notation are required to maintain the following documents onboard minimum for 5 years. Customer shall keep at least the following items onboard for proof of proper implementation of program and provide these documents for attending TL Surveyor :

- Detailed records of the inspections carried out (details are to include proper structure identification such as tank/hold information, frame number, deck, shell plating, stringers, bulkheads and longitudinals as identified on the vessel's drawings)
- Findings including documentation by representative digital/printed photographs or videos. A minimum of six (6) photos per any zone examined. The photos are to be digitally date stamped.
- Certificates of Qualified Inspectors
- Maintenance and repair records for each item in detail
- Records of all TL endorsed hull thickness measurement (gauging) and Nondestructive Testing (NDT) carried out on the vessel

### 3.3 HP Notation Inspection Periods and Requirements

The inspections performed in accordance with these rules are not intended to preclude the Owner or Operator 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 HP inspection or occasional or additional inspections, it is to be submitted by the Owner or Operator for examination by a TL Surveyor at the first opportunity.

### 3.3.1 Annual Inspections

Annual inspections are required to be completed prior to TL attendance for the Annual Survey of Hull. Annual Survey of Hull cannot be credited by TL until all due annual inspections are completed by the Qualified Inspector and reported to TL.

In general, frequency of annual inspections is to be 12 months. In no case is this frequency to be extended beyond 18 months from the date the last such inspection was completed.

The following items are to be examined and reported:

- Deck area structure
- Structural and coating condition of all ballast and cargo/ballast tanks including peak tanks
- Hatch covers and access hatches with closing appliances
- Deck equipment, deck fittings, helicopter landing pads
- Piping and supports
- Superstructures and deckhouses, including doors and closing appliances
- Shell plating above the waterline
- Cargo holds, cargo tanks and spaces
- Voids and/or cofferdams
- Pipe ducts and tunnels
- Longitudinal box girders and cross deck box beams
- Other accessible spaces
- Sea connections and overboard discharges

### 3.3.2 Intermediate Inspections

Intermediate inspections are required to be completed prior to TL attendance for the Drydocking Survey. Drydocking Survey cannot be credited by TL until all due intermediate inspections are completed by the Qualified Inspector and reported to TL.

In general, frequency of intermediate inspections is to be between 24 to 36 months. In no case is this frequency to be extended beyond 36 months from the date the last such inspection was completed.

The following items additional to all items mentioned in annual inspections are to be examined and reported:

- External condition of all shell plating below the waterline

- Internal condition of entire boundary plating, internal bulkheads, framing, girders and other type of stiffening members of all tanks containing bilge or oily water
  
- Internal condition of entire boundary plating, internal bulkheads, framing, girders and other type of stiffening members of all dry spaces, such as:
  - Void spaces
  - Storage rooms
  - Cofferdams

### 3.3.3 5 Year Inspections

5 year inspections are required to be completed prior to TL attendance for the Special Survey of Hull. Special Survey of Hull cannot be credited by TL until all due 5 year inspections are completed by the Qualified Inspector and reported to TL.

The frequency of the 5 year inspections is not to exceed 60 months from the anniversary date or completion of the last such inspection.

The following items additional to all items mentioned in annual inspections and intermediate inspections are to be examined and reported:

- Internal condition of entire boundary plating, internal bulkheads, framing, girders and other type of stiffening members of all tanks that are designed to mainly carry liquids other than salt water, such as:
  - Fresh water tanks
  - Fuel, diesel or lube oil tanks
  - All other liquid tanks not required to be inspected during annual and intermediate inspections

### 3.4 Qualified Inspector Training

Qualified Inspector responsible for carrying out the inspections required by HP shall be trained and qualified for this program by TL. For training "*GUIDELINES ON TÜRK LOYDU HULL INSPECTION AND MAINTENANCE PROGRAM-GRADING FOR FINDINGS DURING INSPECTIONS*" is used for defining condition of hull.

The training can be done by TL or by another training institute which is equivalent to TL training program. Training other than TL is to be submitted to TL for review prior to acceptance.

As a minimum, the training program shall include contents such as; the method for surveying vessel structures, evaluation/grading of the zones within the space, terminology of applicable structures, classification surveys, typical hull defects and/or critical areas associated with the vessel types, acceptance and evaluation criteria, reporting, etc.