

SUB-COMMITTEE ON SHIP DESIGN AND
CONSTRUCTION
7th session
Agenda item 10

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AMENDMENTS TO THE 2011 ESP CODE

Thickness measurements at the first renewal survey of double hull oil tankers

Submitted by IACS

SUMMARY

Executive summary: Based on the analysis of data collected from 157 oil tankers, this document proposes draft amendments to the 2011 ESP Code, as amended, such that only suspect areas are subject to thickness measurements at the first renewal survey of double hull oil tankers

Strategic direction, if applicable: Other work

Output: OW 2

Action to be taken: Paragraph 8

Related document: SDC 7/INF.5

Background

1 The 2011 ESP Code, as amended by resolution MSC.461(101), prescribes for double-hull oil tankers (annex B, part A, annex 2) the following thickness measurements to be taken at the first renewal survey of the following areas:

- "1 One section of deck plating for the full beam of the ship within the cargo area;
- 2 Measurements, for general assessment and recording of corrosion pattern, of those structural members subject to close-up survey according to annex 1; and
- 3 Suspect areas."

Discussion

2 MSC 101 adopted the amendments to the 2011 ESP Code by resolution MSC.461(101). It is anticipated that these amendments will enter into force on 1 January 2021.

3 In order to determine the continued necessity of the requirement for taking thickness measurements of the areas identified in paragraph 1 above, IACS collected data from its member societies. The actual wastage reported at the first renewal survey was determined by a random selection of 157 double hull oil tankers with cargo tanks that were either fully coated, partially coated or not coated.

4 This data showed that the normal range of reported wastage was minimal and, on average, was in the range of approximately zero to three percent. Even considering localized extreme values, the maximum reported wastage was 11%, which is still well below the substantial corrosion level (see data sheet provided in the annex to document SDC 7/INF.5).

5 Further, it is noted that, at the time when the thickness measurements requirements were developed, there was no requirement for corrosion protection of the upper portions of the cargo tanks. However, in 2010, amendments to the SOLAS Convention were adopted introducing regulation II-1/3-11, which requires corrosion protection for cargo tanks of crude oil carriers (resolution MSC.291(87)).

6 Based on the analysis of the collected data and considering the corrosion protection requirements in the abovementioned amendment to the SOLAS Convention, IACS considers that only suspect areas should be subject to thickness measurements at the first renewal survey of a double hull oil tanker. This will bring the requirements for oil tankers in line with the requirements for bulk carriers in the 2011 ESP Code, as amended.

Proposal

7 Taking into account the above considerations, it is proposed to amend the column entitled "Renewal Survey No.1" in annex 2 of part A of annex B of the 2011 ESP Code, as amended by resolution MSC.461(101), as follows (shown as additions/deletions):

"1 ~~One section of deck plating for the full beam of the ship within the cargo area~~
2 ~~Measurements, for general assessment and recording of corrosion pattern,~~
~~of those structural members subject to close-up survey according to annex 1~~
3 ~~Suspect areas"~~

Action requested of the Sub-Committee

8 The Sub-Committee is invited to note the foregoing; consider the proposal in paragraph 7 above and take action, as appropriate.
