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## **GENERAL CIRCULAR**

**QHSE - 14/2019**

**TO: The Fleet**

### **Subject: MIS-INTERPRETATION OF CLASS RULES**

During the recently concluded DOC audit of Maritec NV, one of the NC's that were raised is as follows

**“There is no objective evidence that the Company has informed the Class regarding the damages occurred onboard the managed fleet”**

#### **Brief Summary**

During PSC it was observed that the Emergency Generator room bulkhead was rusted & holed. Repairs were carried out on board as per Company's Safety procedures and the bulkhead plate was renewed by means of an insert. However Class was not informed of these repairs

Upon internal investigation the Root Cause was found to be the misinterpretation of the Class Rules.

The purpose of this Circular is to draw attention of Master & Chief Engineer and Vessels Superintendents to SOLAS Ch.1 Reg. 11 & IACS Reg.47

#### **SOLAS Ch. 1 Reg. 11**

##### **Maintenance of Conditions after Survey**

- (a) The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board.
- (b) After any survey of the ship, under Regulations 7, 8, 9 or 10 has been completed, no change shall be made in the structural arrangements, machinery, equipment and other items covered by the survey, without the sanction of the Administration.

- (c) Whenever a defect is discovered, which affects the safety of the ship or the efficiency or completeness of its life-saving appliances, the Master or Owner of the ship shall report at the earliest opportunity to the Administration, or the recognized organization responsible for issuing the relevant certificate, who shall cause investigations to be initiated to determine whether a survey, as required by Regulations 7, 8, 9 or 10, is necessary. .

## **IACS Reg. 47 – Part B – Repair Quality Standard for Existing Ship**

### **2. General Requirements for Repairs**

2.1 In general, when hull structure covered by Classification is to be subjected to repairs, the work is to be carried out under the supervision of the Surveyor of the Classification Society. Such repairs are to be agreed prior to commencement of the work.

2.2 Repairs are to be carried out by workshops, repair yards or personnel who have demonstrated their capability to carry out hull repairs of adequate quality in accordance with the Classification Society's requirements and standard.

2.3 Welding of hull structures is to be carried out by qualified welders, according to approved and qualified welding procedures and with welding consumables approved by the Classification Society, see Section 3.

2.4 Where repairs to hull which affect or may affect classification are intended to be carried out during a voyage, complete repair procedure including the extent and sequence of repair is to be submitted to and agreed upon by the Surveyor

Vessel Superintendent requesting or organizing any repairs to be guided by the above regulations, and if in doubt to discuss same with Technical Manager / Managing Director.

Above is for strict compliance

Kindly discuss the same during next Management meeting on board.

**QHSE**  
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