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## ***SAFETY CIRCULAR***

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To: Fleet

### **Subject: Enhanced Survey Programme**

The purpose of this Circular is to draw attention to the requirement of Enhanced Survey Programme (ESP) for Oil Tankers. IMO adopted a resolution A 744 (18) in 1994 SOLAS conference with guidelines on the Enhanced Survey Programme for inspection and surveys of bulk carriers and tankers.

Below will be forming a part of our SMS and will be added to Chapter 5 during the next revision of the SMS

### ***What is Enhanced Survey Programme?***

Enhanced survey programme is a guideline for shipping companies and owners to prepare their ships for special surveys to maintain the safety of the vessel while at sea or at a port. A survey programme (a Planning document for surveying and paperwork) is to be developed by the owner and is to be submitted to the recognized authorities such as classification societies, 6 months before the survey.

Enhanced Survey programme is developed in such a way that it can be integrated with other surveys which are performed at following intervals:

- Annual Survey
- Intermediate Survey
- Dry Dock Survey
- Renewal Survey

In order to comply and perform an ESP or an enhanced survey program, Company needs to design an enhanced survey programme, which must include the step by step planning to implement the special survey. It can be said that the ESP is conducted to check the watertight integrity of the ship by inspecting the following areas of the ship:

- Close-up survey of the structures such as Shell, frames, bulkheads etc.
- Thickness measurement of hull
- Inspecting and Testing of Cargo Tanks

- Inspecting and Testing of Ballast Tanks
- Inspection and Testing of Hatch Covers and Coamings
- Inspecting and Testing fuel tanks, side and double bottom Tanks

### ***Checks to be carried out under ESP?***

- Ship's structural damage or deformation
- Corrosion
- Condition of Hull
- Pitting
- Condition of Coating
- Watertight Integrity of ship

After the survey, following reports are made by the inspector, whose copies are to be kept and maintained onboard as part of necessary documentation:

- Reports of structural surveys
- Condition evaluation report
- Thickness measurement reports

ESP is applicable to Oil tankers which are single and double hull: Oil tankers constructed with integral tanks and are intended primarily to carry oil in bulk. The oil tankers can be of both single and double hull construction, as well as tankers with alternative structural arrangements, e.g. mid-deck designs.

### ***What are the Inspection Interval and Requirements under ESP?***

1. On bulk carrier ships and tanker ships of 20,000 tons deadweight and above, at least two class surveyors must carry out the special survey once the vessel is 10 years old during all the renewal surveys.
2. The survey in the dry-dock to be integrated as a part of the renewal survey with a minimum of two inspections of the outside of the ship's bottom during the five-year period of the certificate. In all cases, the maximum interval between bottom inspections should not exceed 36 months.
3. For a new ship, the renewal survey can be started at the fourth annual survey and can be progressed during the succeeding year with an aim to complete the survey by the fifth-anniversary date. The thickness measurement should not be held before the fourth annual survey.
4. In any survey, i.e. renewal, intermediate, annual or other surveys having the scope of the preceding ones, thickness measurements of structures in areas where close-up surveys are required should be carried out simultaneously with close-up surveys.

## ***Designing an Enhanced Survey Programme ESP?***

Maritec Tanker Management will draw a planning document which will be submitted to the recognised classification society for approval.

The essential data provided in the plan are:

- Necessary ship information and particulars
- Main structural plans (scantling drawings), including information regarding the use of high tensile steels (HTS)
- Plan of holds and tanks
- List of holds and tanks with information on use, protection, and condition of the coating
- Requirements for the survey (e.g., data regarding hold and tank cleaning, gas freeing, ventilation, lighting, etc.)
- Provisions and methods for access to structures
- Equipment for survey
- Appointing the holds, tanks and other areas for the close-up survey
- Appointing of sections for thickness measurement
- Appointing of tanks for tank testing.
- Damage experience related to the ship in question.

## ***Role of ships crew in ESP?***

- The Master needs to report the results of the inspection and record the same in the ship's logbook. The data recorded should clearly identify the tank, compartment or cargo hold subjected to testing along with a date, time and outcome of the inspections carried out during the testing
- The Master must ensure that the survey report file is maintained as a part of the onboard documentation. The survey report file consists of 3 parts
  - Reports of structural Surveys
  - Hull condition evaluation report (summarizing the results of class renewal survey )
  - Thickness measurement report.
- Apart from the survey report, following supporting documentation to be maintained under ESP
  - Survey programme inclusive of survey planning questionnaires duly filled in by the owner and reviewed by the society.
  - Ship's main structural plans of the cargo hold and ballast tank Previous repair history of ship structure
  - Previous repair history of cargo and ballast tanks
  - Previous inspections report by ship's personnel concerning structural deformation (cracks, leakages in bulkheads and piping etc.)
  - Coating condition of tanks and other ship structures including the corrosion prevention system
  - Extent of use of inert gas system and tank cleaning procedures
  - Any additional information that would help to identify critical structural areas and/or suspect areas requiring inspection

Kindly discuss the same during the next Management meeting on board and ensure compliance.

**QHSE**  
**Maritec Tanker Management Pvt Ltd.**