Impact of a Draft URCP on BCs & OTs following MSC 96

The Shipbuilders’ Association of Japan/ASEF

Daft URCPs made to CSR for BC&OT
- Non Conformity related to GBS -
NC04 ”Time in corrosive environment”
- 5 and 10 years
  instead of 2 and 5 years

ASEF has deep concerns about the draft URCP concerning NC04 (draft URCP:NC04).
1. Guidelines for Maintenance and Repair of Protective Coatings of IMO recommend:
   Annual inspection of all ballast tanks and minor coating restoration work to be carried out by the Crew (by utilizing PMA, etc.)

2. ESP regime requires:
   Survey planning documents containing coating condition information to be prepared by Owner and enhanced annual, intermediate and renewal surveys to be carried out by the Class (RO)

Breakdown spot of coatings can duly be detected, maintained and repaired under present regime.

Useful period of protective coatings

A) Useful period assumed by CSR for BC & OT:
   - 17 years

A) is closer to B)

B) Useful life targeted by PSPC: 15 years

No extra inspection & survey is needed since coatings do not break down just after elapse of target useful period of 15 years.
Increased Protected time
17 years → 13 years (URCP)

For 12 years after elapse of protected time of 13 years, neither inspection & survey nor maintenance & repair of coatings

Such extreme presumption is against IMO/Class principles for safety and even suggests early renewal due to corrosion left untouched.

Safety factor in usual ships

(A) Main North Atlantic (N.A.) route
Wave load \( Q = 10^{-2} \) on Northernmost N.A. route (CSR for BC & OT)
\[ = 1.12 \times \text{Wave Load on Main N.A. route} \]
Safety factor in fatigue life:
Around 1.4 \( (=1.12^3) \)

(B) World Wide route
Safety factor in fatigue life:
Around 2.8 \( (=2.0 \times (A)) \)

Present CSR for BC & OT provide usual ships with sufficient safety level.
Impact Study (Draft URCP: NC04)

- Increased hull girder section moduli at deck and/or bottom of large BCs and OTs

- Cape size BC VLCC
  - Abt. +7mm for deck plates of Cape size BC
  - Abt. +3.5~8mm for BTM plates of VLCC

Increased risk (Draft URCP: NC04)

Heavy thickness for Cape BC and VLCC

- Elongated butt & seam weld lines due to weight/lifting capacity restriction
- More defects embedded in the weld lines which are more difficult to detect by NDT

Fatigue cracking and Brittle fracture risk
Conclusion

Draft URCP:NC04 brings adverse side effects on the shipping and environment.

- Increased risk of structural failure
- Substantial amount of extra steel
- Substantial amount of extra FOC
- Extra CO\textsubscript{2} emission

In conclusion, IACS is invited to seriously reconsider and withdraw the Draft URCP:NC04

Thank you for your attention.