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Tanker Plus

-

Inland Navigation Vessels

February 2013

Guidance Note
NI 601 DNI R00 E



The accreditation certificate
is available on NR217, Part A

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MARINE DIVISION

GENERAL CONDITIONS

ARTICLE 1

1.1. - BUREAU VERITAS is a Society the purpose of whose Marine Division (the "Society") is the classification ("Classification") of any ship or vessel or structure of any type or part of it or system therein collectively hereinafter referred to as a "Unit" whether linked to shore, river bed or sea bed or not, whether operated or located at sea or in inland waters or partly on land, including submarines, hovercrafts, drilling rigs, offshore installations of any type and of any purpose, their related and ancillary equipment, subsea or not, such as well head and pipelines, mooring legs and mooring points or otherwise as decided by the Society.

The Society:

- prepares and publishes Rules for classification, Guidance Notes and other documents ("Rules");
- issues Certificates, Attestations and Reports following its interventions ("Certificates");
- publishes Registers.

1.2. - The Society also participates in the application of National and International Regulations or Standards, in particular by delegation from different Governments. Those activities are hereafter collectively referred to as "Certification".

1.3. - The Society can also provide services related to Classification and Certification such as ship and company safety management certification; ship and port security certification, training activities; all activities and duties incidental thereto such as documentation on any supporting means, software, instrumentation, measurements, tests and trials on board.

1.4. - The interventions mentioned in 1.1., 1.2. and 1.3. are referred to as "Services". The party and/or its representative requesting the services is hereinafter referred to as the "Client". **The Services are prepared and carried out on the assumption that the Clients are aware of the International Maritime and/or Offshore Industry (the "Industry") practices.**

1.5. - The Society is neither and may not be considered as an Underwriter, Broker in ship's sale or chartering, Expert in Unit's valuation, Consulting Engineer, Controller, Naval Architect, Manufacturer, Shipbuilder, Repair yard, Charterer or Shipowner who are not relieved of any of their expressed or implied obligations by the interventions of the Society.

ARTICLE 2

2.1. - Classification is the appraisal given by the Society for its Client, at a certain date, following surveys by its Surveyors along the lines specified in Articles 3 and 4 hereafter on the level of compliance of a Unit to its Rules or part of them. This appraisal is represented by a class entered on the Certificates and periodically transcribed in the Society's Register.

2.2. - Certification is carried out by the Society along the same lines as set out in Articles 3 and 4 hereafter and with reference to the applicable National and International Regulations or Standards.

2.3. - It is incumbent upon the Client to maintain the condition of the Unit after surveys, to present the Unit for surveys and to inform the Society without delay of circumstances which may affect the given appraisal or cause to modify its scope.

2.4. - The Client is to give to the Society all access and information necessary for the safe and efficient performance of the requested Services. The Client is the sole responsible for the conditions of presentation of the Unit for tests, trials and surveys and the conditions under which tests and trials are carried out.

ARTICLE 3

3.1. - The Rules, procedures and instructions of the Society take into account at the date of their preparation the state of currently available and proven technical knowledge of the Industry. They are not a standard or a code of construction neither a guide for maintenance, a safety handbook or a guide of professional practices, all of which are assumed to be known in detail and carefully followed at all times by the Client.

Committees consisting of personalities from the Industry contribute to the development of those documents.

3.2. - The Society only is qualified to apply its Rules and to interpret them. Any reference to them has no effect unless it involves the Society's intervention.

3.3. - The Services of the Society are carried out by professional Surveyors according to the applicable Rules and to the Code of Ethics of the Society. Surveyors have authority to decide locally on matters related to classification and certification of the Units, unless the Rules provide otherwise.

3.4. - The operations of the Society in providing its Services are exclusively conducted by way of random inspections and do not in any circumstances involve monitoring or exhaustive verification.

ARTICLE 4

4.1. - The Society, acting by reference to its Rules:

- reviews the construction arrangements of the Units as shown on the documents presented by the Client;
- conducts surveys at the place of their construction;
- classes Units and enters their class in its Register;
- surveys periodically the Units in service to note that the requirements for the maintenance of class are met.

The Client is to inform the Society without delay of circumstances which may cause the date or the extent of the surveys to be changed.

ARTICLE 5

5.1. - The Society acts as a provider of services. This cannot be construed as an obligation bearing on the Society to obtain a result or as a warranty.

5.2. - The certificates issued by the Society pursuant to 5.1. here above are a statement on the level of compliance of the Unit to its Rules or to the documents of reference for the Services provided for.

In particular, the Society does not engage in any work relating to the design, building, production or repair checks, neither in the operation of the Units or in their trade, neither in any advisory services, and cannot be held liable on those accounts. Its certificates cannot be construed as an implied or express warranty of safety, fitness for the purpose, seaworthiness of the Unit or of its value for sale, insurance or chartering.

5.3. - The Society does not declare the acceptance or commissioning of a Unit, nor of its construction in conformity with its design, that being the exclusive responsibility of its owner or builder, respectively.

5.4. - The Services of the Society cannot create any obligation bearing on the Society or constitute any warranty of proper operation, beyond any representation set forth in the Rules, of any Unit, equipment or machinery, computer software of any sort or other comparable concepts that has been subject to any survey by the Society.

ARTICLE 6

6.1. - The Society accepts no responsibility for the use of information related to its Services which was not provided for the purpose by the Society or with its assistance.

6.2. - If the Services of the Society cause to the Client a damage which is proved to be the direct and reasonably foreseeable consequence of an error or omission of the Society, its liability towards the Client is limited to ten times the amount of fee paid for the Service having caused the damage, provided however that this limit shall be subject to a minimum of eight thousand (8,000) Euro, and to a maximum which is the greater of eight hundred thousand (800,000) Euro and one and a half times the above mentioned fee.

The Society bears no liability for indirect or consequential loss such as e.g. loss of revenue, loss of profit, loss of production, loss relative to other contracts and indemnities for termination of other agreements.

6.3. - All claims are to be presented to the Society in writing within three months of the date when the Services were supplied or (if later) the date when the events which are relied on were first known to the Client, and any claim which is not so presented shall be deemed waived and absolutely barred. Time is to be interrupted thereafter with the same periodicity.

ARTICLE 7

7.1. - Requests for Services are to be in writing.

7.2. - Either the Client or the Society can terminate as of right the requested Services after giving the other party thirty days' written notice, for convenience, and without prejudice to the provisions in Article 8 hereunder.

7.3. - The class granted to the concerned Units and the previously issued certificates remain valid until the date of effect of the notice issued according to 7.2. here above subject to compliance with 2.3. here above and Article 8 hereunder.

7.4. - The contract for classification and/or certification of a Unit cannot be transferred neither assigned.

ARTICLE 8

8.1. - The Services of the Society, whether completed or not, involve, for the part carried out, the payment of fee upon receipt of the invoice and the reimbursement of the expenses incurred.

8.2. Overdue amounts are increased as of right by interest in accordance with the applicable legislation.

8.3. - The class of a Unit may be suspended in the event of non-payment of fee after a first unfruitful notification to pay.

ARTICLE 9

9.1. - The documents and data provided to or prepared by the Society for its Services, and the information available to the Society, are treated as confidential. However:

- clients have access to the data they have provided to the Society and, during the period of classification of the Unit for them, to the **classification file** consisting of survey reports and certificates which have been prepared at any time by the Society for the classification of the Unit;
- copy of the documents made available for the classification of the Unit and of available survey reports can be handed over to another Classification Society, where appropriate, in case of the Unit's transfer of class;
- the data relative to the evolution of the Register, to the class suspension and to the survey status of the Units, as well as general technical information related to hull and equipment damages, are passed on to IACS (International Association of Classification Societies) according to the association working rules;
- the certificates, documents and information relative to the Units classed with the Society may be reviewed during certifying bodies audits and are disclosed upon order of the concerned governmental or inter-governmental authorities or of a Court having jurisdiction.

The documents and data are subject to a file management plan.

ARTICLE 10

10.1. - Any delay or shortcoming in the performance of its Services by the Society arising from an event not reasonably foreseeable by or beyond the control of the Society shall be deemed not to be a breach of contract.

ARTICLE 11

11.1. - In case of diverging opinions during surveys between the Client and the Society's surveyor, the Society may designate another of its surveyors at the request of the Client.

11.2. - Disagreements of a technical nature between the Client and the Society can be submitted by the Society to the advice of its Marine Advisory Committee.

ARTICLE 12

12.1. - Disputes over the Services carried out by delegation of Governments are assessed within the framework of the applicable agreements with the States, international Conventions and national rules.

12.2. - Disputes arising out of the payment of the Society's invoices by the Client are submitted to the Court of Nanterre, France.

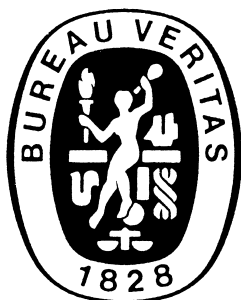
12.3. - Other disputes over the present General Conditions or over the Services of the Society are exclusively submitted to arbitration, by three arbitrators, in London according to the Arbitration Act 1996 or any statutory modification or re-enactment thereof. The contract between the Society and the Client shall be governed by English law.

ARTICLE 13

13.1. - These General Conditions constitute the sole contractual obligations binding together the Society and the Client, to the exclusion of all other representation, statements, terms, conditions whether express or implied. They may be varied in writing by mutual agreement.

13.2. - The invalidity of one or more stipulations of the present General Conditions does not affect the validity of the remaining provisions.

13.3. - The definitions herein take precedence over any definitions serving the same purpose which may appear in other documents issued by the Society.



GUIDANCE NOTE NI 601

NI 601

Tanker Plus - Inland Navigation Vessels

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SECTION 1

GENERAL PROVISIONS

1 General

1.1 Application

1.1.1 Quality label **Tanker Plus** is assigned to classed inland navigation tank vessels complying with the requirements of this Guidance Note. The vessel may be classed with Bureau Veritas or with another recognised classification society.

1.2 Scope

1.2.1 Quality label **Tanker Plus** is assigned to inland navigation tank vessels in order to reflect the following:

- condition assessment of hull structure has been carried out according to Sec 2, [1.2]
- condition assessment of machinery, systems and electrical installations has been carried out according to Sec 3, [1.2]
- documents allowing vessel condition monitoring has been reviewed.

1.2.2 The scope of such vessel condition assessments varies significantly, depending on the tanker’s age and type.

1.2.3 **Tanker-Plus** for inland tankers:

- is a service which is provided as a supplement to class and is designed to be complementary. It is a consultancy service that documents the condition of a vessel at a specific period of time in the vessel's life and identifies the actual quality standard of the vessel in comparison to Class Rules.
- provides a comprehensive survey report in an easily accessible and understandable format, which includes observations, indexes and photographic records.
- sets quality index, between A - D (See Tab 1), that easily identifies the condition, reliability and maintenance standard associated with the vessel being assessed.
- is an added value product for vessel Owners who wish an independent assessment of their vessel's condition (benchmarking), or who wish a quality document which can be used to advertise their vessel(s) to prospective buyers, charterers, terminal receivers, underwriters or other parties
- may be used as proof of managing the best practice in vessel maintenance as well as managing record of the vessel’s condition in case of navigation incidents or litigation
- may be used by vessel operators for benchmarking purposes as part of their self-assessment strategy.

Table 1 : Tanker-Plus indexes

Index	Description
A	Superior condition
B	Good condition
C	Acceptable condition
D	Poor condition

1.3 Surveys

1.3.1 Tanker-Plus is to be carried out concurrently with class renewal surveys. However, Tanker-Plus may be carried out independently of class renewal surveys subject to vessel survey afloat including visual inspections.

1.3.2 Prior to commencement of surveys, ultrasonic thickness measurement and insulation megger test reports are to be gathered for evaluation and comments. Validity of the reports gathered must not exceed 3 years from the date of assessment. Otherwise, ultrasonic thickness measurement in accordance to Sec 2, [5] and insulation megger test in accordance to Sec 3, [5] are to be carried out.

Should any findings below class minimum requirements be discovered and not be repaired, then the Surveyor shall formally advise the client using Tanker-Plus Executive Summary. It should be pointed out that the vessel's operator is required to inform the vessel's Class Society of such findings.

1.3.3 The Owner should provide at least the following documents to Society, where applicable. The documents gathered shall be reviewed and compiled in Tanker-Plus Record:

- class periodical survey reports at current term (Class renewal survey, Intermediate survey, etc.)
- occasional survey reports.

2 Tanker-Plus indexes

2.1 Index A - Superior condition

2.1.1 Examination and/or measurements carried out with the results showing either minimal or no deterioration from 'as new' condition. Superior maintenance condition exists. No preventive or corrective maintenance is required.

2.2 Index B - Good condition

2.2.1 Examination and/or measurements carried out with the results showing a level of deterioration from 'as new' condition. No preventive or corrective maintenance required.

2.3 Index C - Acceptable condition

2.3.1 Examination and/or measurements carried out with the results showing that the condition is acceptable according to class rules. No imminent corrective maintenance is required. Preventive maintenance may be required to halt deterioration.

2.4 Index D - Poor condition

2.4.1 Examination and/or measurements carried out with the results showing defects, deficiencies or condition below what is acceptable according to class rules. Imminent corrective maintenance is required.

3 Tanker-Plus procedures

3.1 Request

3.1.1 The request can be made directly through the client's local Bureau Veritas district office, or online at BV Inland Navigation Management's website: www.veristar.com > Services > Inland Navigation.

3.2 Planning preparation

3.2.1 On receipt of a request for Tanker-Plus, the local Bureau Veritas district office will contact the client to discuss the scope of Tanker-Plus in order to compile a cost efficient quotation.

3.2.2 On acceptance of quotation, the Bureau Veritas local office representative shall meet with the client's representative(s) to draft out the planning which sets out the scope and extent of Tanker-Plus surveys that are to be carried out.

3.2.3 The planning document is finalised onboard the vessel during meetings between the surveyor in charge and the client's representative.

3.3 Planning meeting

3.3.1 Tanker-Plus surveys begin with a planning meeting held onboard the vessel. This meeting is held to familiarise all the concerning parties with Bureau Veritas' Tanker-Plus assessments for the subject vessel.

3.3.2 Following points are to be discussed during the meeting:

- a) Contents of the planning document
- b) Scope of Tanker-Plus surveys
- c) Inspection arrangements
- d) Safety requirements
- e) Other relevant issues.

3.3.3 Within the planning meeting, Owner representative and the BV Surveyor discuss the conditions under which the inspections and tests will be carried out. Special attention is to be paid by the Owner representative to identify the internal spaces, preparing the tanks for survey and safety procedure to be applied for the functional tests.

3.3.4 The Owner shall ensure that the spaces to be inspected are properly cleaned and safely accessible. It is also their responsibility to ensure that machinery and systems are ready to be tested. Provision is to be made to allow Surveyor to perform the planned close-up surveys and attend the thickness measurements, and the appropriate safety level is to be ensured and maintained at all times.

3.3.5 Recognised or approved service suppliers according to applicable Society's Rules to execute the testing and measurements, where applicable.

3.4 Attestation

3.4.1 The Tanker-Plus Attestation shall be issued after completion and validation of the Tanker-Plus Record.

3.4.2 Tanker-Plus Attestation issued by Bureau Veritas do not have validity. It is issued to certify that the vessel has a specific Tanker-Plus Index on a specific date.

3.5 Assessment of reparation

3.5.1 The survey consists of assessing the tanker's condition after the possible repairs has been carried out, if any.

3.5.2 On completion of the assessment, if need be, Surveyor provides the Owner with a list of defects or deficiencies to be upgraded to achieve at least the Index C as defined in [2.3]. Defect and deficiencies should be mentioned in Executive Summary and representative photographic evidence should be taken, if any. The Owner then decides to carry out the repair or not.

3.5.3 Repairs carried out during survey are also to be mentioned in Executive Summary and the indexes are upgraded accordingly.

4 Tanker-Plus Record

4.1 General

4.1.1 Prior to completion of Tanker-Plus assessment, the Owner should provide the following documents to the Society. The documents gathered shall be reviewed and compiled in Tanker-Plus Record:

- Approved structural drawings
- Class survey report at current term (Class renewal survey, Intermediate survey, etc.)
- Ultrasonic thickness measurement report
- Insulation megger test report

4.1.2 On the completion of the Tanker-Plus surveys, the Surveyor provides a report that details the verification of gathered documents, the extent of surveys carried out, the condition of the vessel at the time of survey, details of repairs and upgrades together with photographic records.

4.1.3 Where a structural condition assessment survey has been carried out and a critical area review has been undertaken, then monitoring areas should be mentioned in Tanker-Plus Record Executive Summary if any anomalies were found that would warrant monitoring. The monitoring areas shall include a list of items to be monitored, a proposed timeframe for monitoring and sketches/photographs, if applicable.

4.1.4 Tanker-Plus Record shall normally be issued within the period of one month to three months from the end of the survey and reviewed of gathered reports and documents. Tanker-Plus Record is provided with both paper and electronic copies according to the client's needs and requirements for reporting.

4.1.5 Tanker-Plus Record includes an Executive Summary which gives an overview of the surveys carried out including the verification of gathered documents, the surveys' findings and the Tanker-Plus Index awarded.

4.1.6 Tanker-Plus Record and documents gathered upon completion of Tanker-Plus assessment should be in English. In case where certificates or attestations submitted during Class survey are in another language, translation in English for the list of concerning certificates or attestations should be provided.

4.1.7 The format of the condition assessment report may vary depending on the scope of surveys and this format is normally agreed with the client prior to the commencement of the surveys. The following report layout is typical of Tanker-Plus Record:

- a) Cover page (Identifying the type of report with the vessel's photo.) (See App 1, Fig 1)
- b) Bureau Veritas general conditions
- c) Tanker-Plus Record table of content
- d) Vessel's general particulars (See App 1, Fig 2)
- e) Tanker-Plus Record Attestations (See App 1, Fig 3)
- f) Tanker-Plus Record Executive Summary (See App 1, Fig 4 to App 1, Fig 7)
- g) Drawings
 - General arrangement plan
 - Approved structural drawings (e.g midship sections, etc)
- h) Reports and Certificates gathered
 - Class Survey Reports
 - Ultrasonic Thickness Measurement Report
 - Insulation Megger Test Report
- i) Hull Structure Report (See App 1, Fig 8 to App 1, Fig 10)
- j) Machinery, Systems and Electrical Installations Report (See App 1, Fig 11 to App 1, Fig 13)

4.2 Reporting for repair

4.2.1 General

Repairs carried out within the scope of Tanker-Plus survey are to be mentioned in Executive Summary as defined in [3.5]. Details of repair are to be commented to ensure the good conduct during reparation and clear reporting, if any. The information according to [4.2.2] to [4.2.5] is to be included in the reporting of reparation.

4.2.2 Qualification of personnel

Personnel dealing with welding and non destructive examination are to fulfill the following required qualifications:

- a) Qualification of welders
Qualification of manual, semi-automatic and automatic welding operators are to be in accordance with NR217, Pt B, Ch 8, Sec 1 [1.4]. Certified welders must be of recognised national and international standard. Recognition of other standards is subject to submission to the Society for evaluation.
- b) Qualification of NDE operators
Qualification of personnel performing non destructive examination for the purpose of assessing quality of welds in connection with repairs are to be in accordance with NR217, Pt B, Ch 8, Sec 1 [1.4].

4.2.3 Welding

Welding consumables and procedures adopted are to be in accordance with NR217, Pt B, Ch 8, Sec 1 [1.3]. Quality procedures are to be of recognised national and international standard. Recognition of other standards is subject to submission to the Surveyor for evaluation.

4.2.4 Materials

The requirements for materials used in repairs are in general the same as the requirements for material specified in NR217, Pt B, Ch 2, Sec 3 for construction.

Replacement material is in general to be of the same grade as the original approved material. Alternatively, material grades complying with the recognised national and international standards may be accepted by the Society provided that such standards are equivalent to the requirement of the original grade or are agreed with the Surveyor.

4.2.5 Repair quality standard

Repairs carried out are to comply with technical quality requirements according to recognised national and international standards or accepted by the Surveyor. Quality of repair is to be evaluated by the Surveyor.

Method and quality of repair are to be mentioned in the reporting.

4.3 Photographic records

4.3.1 General

During Tanker-Plus survey, Surveyor is to take representative photographs of the condition of hull structure, machinery, system and electrical installations to enable the client to gain an overview and insight into the visual state of the tanker being assessed.

These photographs are attached to the hull structure report and machinery, systems and electrical installations report in Tanker-Plus Record.

Photograph records may also be taken to show any other findings during survey:

- Defects identified
- Repairs, upgrade and reactification carried out
- Monitored areas where anomalies found that would warrant monitoring
- Modifications carried out
- Other findings that needs special inspection

The photographic evidence of the hereabove items are attached in Executive Summary.

4.3.2 Photographic device specifications

The following are the minimum specifications for photographic device during Tanker-Plus survey:

- a) Type of camera 'Point-and-Shoot' or 'Compact'
- b) Lens focal length, 35 mm equivalent of 50 mm
- c) Lens aperture of f3.9
- d) Image resolution of 10 mega pixels.

4.3.3 Photography method

The photographic record aims to project the visual state of the inspected elements with representative and clear photos at the time of Tanker-Plus survey.

At least, one photo per Section or Group is to be taken.

Date when the photo is taken must be displayed on the photograph.

Lens of photographic device should be cleaned before the photograph is taken. Lens may be configured to focal length of 50 mm to obtain the field of vision close to human eye.

Surveyor is to ensure the device is stable and there is sufficient light when the photograph is taken. Flash of photographic device is to be used judiciously and digital zoom is to be avoided.

Device should be properly positioned with appropriate distance and angle in order to have a clear view and to fulfill the purpose of the photographic record taken.

SECTION 2 HULL STRUCTURE

1 General

1.1 Concept of Tanker-Plus assessment for hull structure

1.1.1 Bureau Veritas' Tanker-Plus assessment for hull structure identifies and reports on the actual condition of the vessel's structure. The hull structure surveys consist on assessing the structural condition through an overall inspection, a close-up inspection and thickness measurement and non-destructive testing where relevant. The extent of surveys required to be carried out and the subsequent reporting requirements, are discussed and agreed with the client during planning meeting

1.2 Scope of Tanker-Plus assessment for hull structure

1.2.1 By definition according to NR217 (Rules for Inland Navigation Vessels), hull is the structural body of a vessel including all strength components, i.e. shell plating, walls, framing, decks, bulkheads, etc. of the main hull, superstructures and deckhouses. The hull also includes:

- all portions of the vessel extending beyond the main hull outline (appendages) such as rudder and rudder stock, shafting pipes, struts, bossing, bilge keels, bowsprit, anchors and anchor chain cables, etc.
- river chest
- structures permanently connected by weld to the vessel's such as guard rails, bitts, fixed parts of lifting appliances, machinery bedding, etc.
- tanks integrated to the hull structure
- independent cargo tanks.

1.2.2 The scope of surveys shall be equivalent to the scope of overall surveys, close-up surveys and ultrasonic thickness gauging as required for the current class renewal survey specified by the BV Inland Rules applicable at the time of the Tanker-Plus surveys.

1.2.3 Prior to completion of Tanker-Plus assessment at any age of the tanker, ultrasonic thickness measurement (UTM) report should be gathered according to [5.1.1]. In the case where valid UTM report is unavailable, thickness measurement assessment has to be carried out and the report has to be provided.

2 Vessel Section and Area(s) Under Consideration (AUC)

2.1 Definition

2.1.1 To facilitate the assessment, review and reporting of the vessel's structural condition, the vessel structure is broken into different "Sections" such as external hull, main deck, cargo tanks, cargo holds, ballast space, etc.

2.1.2 Each Section is then further subdivided into several "Sub-sections" or "Elements" which are small enough to be readily examined and evaluated by the surveyor, but not so small as to be structurally insignificant or too numerous to be practically reported on.

These Sub-sections are termed as Areas Under Consideration (AUC). The number of AUC's incorporated into a Vessel Section will usually be a minimum of six, however, it can be more depending on the layout of the Section or depending on the surveyor's review.

2.2 Vessel Section and AUC's average Index

2.2.1 During close-up and overall surveys, each AUC is individually assessed and given an index for visual structure condition, wastage structure and coating condition. All individual AUC's indexes are then combined to give a Structural Section Index for the specific vessel Section being surveyed and reported upon.

2.2.2 An Overall Structural Condition Index for the hull structure surveys is then computed by averaging the indexes attributed to the different surveyed Sections of the hull structure.