

### IACS Common Rules

To inform IMO of the most important task in its history, the International Association of Classification Societies (IACS) presented its two common rules projects at MSC 78. The two projects the Joint Bulk Carrier Project (JBP) and the Joint Tanker Project (JTP) were very well received by the delegation.

Common IACS Rules have long been requested by the Administrations and the industry, alike, and according to schedule the Rules will be sent for hearing by the industry from the end of June, and the Rules will be adopted by IACS Council by the end of 2004.

### DNV to manage safety issues for ageing steam boilers

Considering the severe consequences that equipment malfunction can have on crew safety and ship operations, and to raise shipowners' awareness on this issue, DNV has made recommendations in advance of the first boiler survey for all boilers above nine years of age.

Over the years, DNV has received several reports on serious incidents sustained by different types of steam boilers, causing fatal accidents as well as material damage. Most exposed are oil-fired auxiliary boilers older than ten years. Improperly maintained boilers represent high potential risks, such as furnace explosions or the rupturing of pressure parts. The recommendations include:

- Properly cleaning the boiler's water – and fire/gas side prior to the survey is essential for the quality of the examination as signs of damage may be hidden under soot, rust, sludge or scales.

### DNV approval of chief engineers

As stated in the DNV Rules (January 2004 edition, valid from July 2004), DNV will no longer require that chief engineer need to have a DNV Authorisation Letter. This applies for vessels operating the survey arrangements Machinery Continuous and Machinery PMS.

After 1 July 2004, the chief engineer may either present his DNV approval let-

### IACS UI SC 181

The IACS unified interpretation for Bridge Design, Equipment, Arrangement and Procedures (BDEAP) was presented by IACS at the meeting in May. The BDEAP sets forth a set of requirements for compliance with principles and aims of SOLAS Regulation V/15 relating to bridge design, design and arrangement of navigational systems and equipment and bridge procedures.

Several delegations attending MSC 78 expressed their appreciation to IACS for its efforts in addressing Regulation V/15 through the UI.

The BDEAP was also considered by the Joint Working Group on the Roles of the Human Element (HE) which was re-established at MSC 78. One Administration had

proposed that MSC should request HE to develop an alternative method to that proposed by IACS, based on the EU project on Advanced Technology to Optimize Maritime Operational Safety (ATOMOS).

The working group felt that there was no need to develop an alternative instrument to demonstrate compliance with SOLAS V/15 and gave its full support to the IACS initiative. The group concluded that the BDEAP would be a useful instrument to be applied for the purpose of survey and certification until the time of delivery of the ship.

MSC 78 concluded the issue by instructing the Subcommittee on Safety of Navigation to consider the BDEAP as an instrument for verifying compliance with SOLAS Regulation V/15, at its 50th session (NAV 50) which will take place in July.

- Surveyors to perform a general internal examination of both water- and fire/gas side, with a special focus on the drums and headers, welding seams for possible cracks, corrosion, pitting and wastage. If conditions described above are found, thickness measurements and/or other non-destructive testing methods will be performed.
- In the event that the boiler design prohibits a proper visual examination and inspection from the man-holes/handholes indicates significant corrosion, pitting and wastage, external insulation must be removed to allow non-destructive testing of critical and affected areas from the outside.
- For boilers with sliding feet, the marking patterns will be verified in order to confirm whether or not the boiler expands freely during operation.



Engine overhaul.

The experience surveyors gain through this increased focus will help DNV in its continuous efforts to improve the Rules and survey procedures.

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ter (which still will be valid) or his chief engineer certificate with a statement from the technical manager. This statement shall confirm the chief engineer's permission to use documented maintenance history as basis for creditation of machinery items for class. A template for such a statement will be available from local DNV offices upon request.

Reference is made to DNV Rules Part 7, Chapter 8, Sec. 1 C 104, item 1:

The following information shall be available:

- name of the chief engineer
- licence number, date of issue and validity
- name of the Administration that issued the licence.

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