
	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p>8.0. HULL MAINTENANCE</p> <p>TECHNICAL PROCEDURES MANUAL</p>	<p>Sect : 8.0 Page : 1 of 4 Date : 7-Aug-25 Rev : 10.1 Appr : DPA</p>
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HULL MAINTENANCE

Hull maintenance includes such items as hull structure, cargo holds/ballast tanks, deck machinery, cranes, hatch covers, cargo equipment, and painting.

1. PLANNED MAINTENANCE

The Chief Engineer and Chief Navigating Officer must ensure that their shipboard planned maintenance systems are structured to cover in order of priority items affecting safety, equipment and systems impacting on the efficient operation of the vessel, structural integrity and lastly protection of steel work and cosmetics. Use of the [Mespas](#)¹ maintenance recording program should be made to include regular inspection of the ships structure and equipment.

2. MANUFACTURERS SPECIFICATIONS

Equipment must be serviced and routinely maintained as per the manufacturer's specifications, taking into account the operating history of the equipment.

3. INSPECTION OF BALLAST TANKS, CARGO TANKS, VOIDS, **BUNKER TANKS**², AND HOLDS

The Chief Navigating Officer shall ensure that all ballast tanks are inspected every 12 months as a minimum. Refer to [Mespas](#)³ regime if stated so⁴. Cargo holds to be inspected after every cargo discharge operation, prior to sailing from discharge port. Any damages need to be brought to Charterer's attention in way of protest. Further, all⁵ void spaces are to be inspected at least every 12 months on board bulk carriers, or more frequently if the opportunity arises. **Ensure [Mespas](#)⁶ is updated for this scheduled job, with a picture record.**⁷ During inspection if rust spots are found, these are to be treated accordingly.⁸

Fuel oil tanks (main storage tanks) are to be inspected every 30 months. Settling and service tanks are to be inspected every **12 (twelve)**⁹ months. Lube oil tanks must¹⁰ be inspected and records updated whenever the tanks are opened for survey or when the opportunity arises, **but**

¹ [W 03 / 2024](#)

² [W 02 / 2023](#)

³ [W 03 / 2024](#)

⁴ W 28 / 2021

⁵ W 28 / 2021


⁶ [W 03 / 2024](#)

⁷ [W 02 / 2023](#)

⁸ W 28 / 2021

⁹ [W 02 / 2023](#)

¹⁰ W 28 / 2021

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not more than 60 months¹¹. When tanks are empty due to operational needs then the tank structure, alarms, drain valves, sight glasses all need to be serviced and reported on in Mespas.¹² All tanks need to be inspected en-route sea passages, and not left to be done in dry dock. A report with pictures will be required to be handed to the attending Class Surveyor for accreditation.¹³

Objective of the inspections is the early detection and monitoring of structural damage, stress fractures, condition of paint coatings, condition of stainless-steel tank plating/cladding, condition of tank fittings and cleanliness. A record of the inspection must be maintained and must contain sufficient detail to be able to monitor the condition and trends in order to plan maintenance or repairs.

These inspections should not be confused with cleanliness / cargo inspections required for charterer's purposes.

4. DECK MACHINERY

- 4.1. Deck machinery includes mooring winches, windlasses, cargo cranes, stores/spares cranes/gantries, cargo hold hatches, hydraulics for hatches, grabs, vents¹⁴ etc.
- 4.2. The Chief Engineer Officer is responsible for the mechanical, hydraulic, pneumatic and electrical maintenance of deck machinery. The Chief Navigating Officer is responsible for the painting of the equipment, greasing, care and maintenance of wire and sheaves and load testing. Chief Navigating Officer to assist the Chief Engineer for maintenance of all deck equipment.¹⁵
- 4.3. All cranes and lifting equipment must be inspected as per the requirements of Section 12 "Testing and Examination of Lifting Equipment". Cargo cranes/gantries or derricks must be inspected and tested to Class requirements. When ordering spares for lifting equipment, always ensure that a Class certificate is supplied with the spares¹⁶.
- 4.4. Mooring winch brakes must be tested annually on-board. Refer to OJT 071. All ships will have the testing equipment be supplied in the dry dock. The initial test should be completed in the dry dock with yard assistance. The Mooring break test isto be completed on an at least an annual basis thereafter.¹⁷

¹¹ W 02 / 2023

¹² W 03 / 2024


¹³ W 02 / 2023

¹⁴ W 28 / 2021

¹⁵ W 28 / 2021

¹⁶ W 28 / 2021

¹⁷ W 28 / 2021

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5. CARGO EQUIPMENT

The Chief Navigating Officer shall ensure that the various items of cargo equipment are routinely inspected and tested and maintained to the manufacturer's specifications. Refer to Cargo Manual. He must report all defects to the Chief Engineer and a plan to rectify the defect put in place. Defects not being able to be rectified on that day or the following days will need to go into the defects list. All control of rust, and cosmetic upkeep of the equipment on deck is purely under the Chief Officer control. Chief Engineer will advise on technical matters if need be.¹⁸

6. DECK STEEL FITTINGS / STRUCTURE¹⁹

The Chief Officer is accountable person in charge of upkeep of the deck fittings and structures. He should seek guidance from the Chief Engineer Officer when there is steel renewal/repair to be done.

¹⁸ W 28 / 2021

¹⁹ W 02 / 2023