

PART I CLASS ADMINISTRATION

TITLE 02 MAINTENANCE OF CLASS

SECTION 1 SURVEYS - PERIODICITY

CHAPTERS

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**CHAPTER A
PERIODICAL SURVEYS OF A CYCLE OF CLASS**

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A1. PERIOD OF A CYCLE OF CLASS

100. Application

101. The definition of the period of a cycle of class for new ships takes into account the service, navigation area and propulsion fitted.

102 The cycle of Class start-up milestone is the construction survey, admittance or renewal, as indicated in the Part 1, Title 01, Section 2, Chapter C.

103. The basic cycles of class for new ships is given in the following Table.

TABLE T.A1.103.1

Service	Naviga- tion Area	Propul- sion	Cycle, in years
Dry cargo, general and service vessels	O1 or O2	With or without	5 (five)
Others	O1 or O2	With or without	5 (five)

104. The definition of the cycle period for existing ships, upon Admittance to Class takes into considerations the history and the ship condition, verified by surveys.

A2. TIMES OF CYCLE CLASS SURVEYS

100. Application and Schedule

101. The vessels classified by RBNA are subject to surveys for the maintenance of hull and machinery class at scheduled periods according to the requirements that follow. See summary in Subchapter A4 below.

200. Annual Hull and Machinery Survey – (VAC /VAM):

201. The annual hull and machinery surveys of the ship (VAC, VAM) are to be carried out based on the date of the construction survey, admittance to class or class renewal which marks the cycle start-up. The allowance is plus or minus 3 (three) months.

300. An Intermediate Hull Survey (VIC)

301. The Intermediate Survey is to be carried out either at or between the second and third Annual Survey.

302. The requirements for an Intermediate Survey are additional to those of an Annual Survey, except for vessels under ESP with age > 15 years, where the requirements are the same as the last renewal survey with the exception of the thickness measurements.

400. Survey in dry dock (VDC)

401. There is to be a minimum of two examinations (VDC) of the external the ship’s bottom and related items during each five-year renewal survey period.

402. One such examination is to be mandatorily carried out in conjunction with the renewal survey. The tolerance is – 3 months from the due date of the survey.

403. The bottom examination at the Intermediate Survey shall be carried out according to one of the two alternatives below:

- a. In the half of the class period ± 6 months
- b. Coinciding with the second or third Annual Surveys, in which case the tolerance shall ± 3 months from the anniversary date of the subject Annual Survey.

404. In all cases the interval between any two such examinations is not to exceed 36 months. An extension of examination of the ship’s bottom of 3 months beyond the due date of the renewal survey can be granted in exceptional circumstances.

405. A survey in dry dock is to be a part of the Renewal Survey. The overall and close-up surveys and thickness measurements, as applicable, of the lower portions of the cargo holds and water ballast tanks are to be carried out in accordance with the applicable requirements for renewal surveys, if not already performed.

Note: Lower portions of the cargo holds and ballast tanks are considered to be the parts below light ballast water line.

406. The Owner is to notify the Classification Society whenever the outside of the ship's bottom and related items can be examined in drydock or on a slipway.

407. Examinations of the outside of the ship's bottom and related items of ships are normally to be carried out with the ship in dry dock. However, consideration may be given to alternate examination while the ship is afloat as an in-water Survey, subject to provisions of Part I, Title 02, Section 2, in the subchapter according to the type of vessel. Special consideration is to be given to ships of 15 years or over before being permitted to have such examinations. For ESP ships of 15 years of age and over, such examinations are to be carried out with the ship in dry dock.

405. The interval between examinations of the outside of the ship's bottom and related items for ships operating in fresh water and for certain harbours or non-self-propelled craft may be given special consideration.

406. Compliance with this Chapter and National and International regulations:

a. For vessels with $GT \geq 500$, compliance with this Chapter does not absolve the Owner from compliance with the requirements of SOLAS as amended, especially when shorter intervals between examination of the ship's bottom for certain types of ship are required.

b. For vessels with $GT < 500$, compliance with this Chapter does not absolve the Owner from compliance with the requirements of NORMAM 01 for Brazilian Flag vessels and National Authority for foreign flag vessels, as amended, especially when shorter intervals between examination of the ship's bottom for certain types of ship are required. In the absence of National Regulations, IMO regulations are to be adopted.

407. For additional requirements for hull structure, piping systems and ballast tanks applicable to tankers, bulk carriers, chemical tankers, double hulled tankers, double side skin bulk carriers, general dry cargo ships and liquefied gas carriers, refer to chapters:

a. Chapter D comprises additional or substitutive requirements for surveys in general cargo vessels, Title 11, having $GT \geq 500$ for open sea navigation in areas O1 and O2 which have been assigned Mentions of Class in conformity with Part I, Title 1, Section 1 as follows:

a.1. GENERAL CARGO

b. Chapter E comprises additional or substitutive requirements for surveys in bulk carriers of single and double skin, Title 14, having $GT \geq 500$ for open

sea navigation in areas O1 and O2 which have been assigned to Mentions of Class and additional class notations in conformity with Part I, Title 1, Section 1 as follows:

b.1. ESP

b.2. BC-A ESP

b.3. BC-B ESP

b.4. BC-C ESP

c. Chapter F comprises additional or substitutive requirements for surveys in oil carriers of single and double skin, Title 32, having $GT \geq 500$ for open sea navigation in areas O1 and O2 which have been assigned to Mentions of Class and additional class notations in conformity with Part I, Title 1, Section 1 as follows:

c.1. - OIL TANKER K3 ESP

c.2. - OIL TANKER K2 ESP

d. Chapter G comprises additional or substitutive requirements for surveys in chemical tankers, Title 33, for open sea navigation in areas O1 and O2 which have been assigned to Mentions of Class and additional class notations in conformity with Part I, Title 1, Section 1 as follows:

d.1. CHEMICAL TANKER ESP

Guidance

According to NORMAM 02 Chapter 3, item 302, and NORMAM 01 Chapter 3 item 302, the IBC Code is applicable to all vessels for inland and open sea navigation transporting chemical products in bulk. Therefore, the survey procedures of the present Part I, Title 02, Section 2, Chapter G apply to all chemical tankers as required in the IBC Code.

End of guidance

e. Chapter H comprises additional or substitutive requirements for surveys in liquefied gas carriers, Title 34, having $GT \geq 150$ for open sea navigation in areas O1 and O2 which have been assigned to Mentions of Class and additional class notations in conformity with Part I, Title 1, Section 1 as follows:

e.1. LIQUEFIED GAS CARRIER

Guidance

According to NORMAM 02 Chapter 3, item 302, and NORMAM 01 Chapter 3 item 302, the IGC Code is applicable to all vessels for inland and open sea navigation transporting liquefied gases in bulk. Therefore, the survey

procedures of the present Part I, Title 02, Section 2, Chapter G apply to all liquefied gas carriers as required in the IGC Code.

End of guidance

f. Chapter I comprises additional or substitutive requirements for surveys in Ro-Ro cargo vessels, Title 15, and Ro-Ro cargo and passenger vessels, Title 26, having $GT \geq 500$ for open sea navigation in areas O1 and O2 which have been assigned to Mentions of Class and additional class notations in conformity with Part I, Title 1, Section 1 as follows:

- f.1. Ro-Ro Cargo
- f.2. Ro-Ro Cargo and Passengers

500. In-water Survey Hull and Machinery (VSC – VSM)

501. The In-water Survey is to provide the information normally obtained from a docking survey about the condition of the hull plating and appendixes as to incrustations, coating, indentations, welding seams, damage and other visible defects. Special consideration shall be given to ascertaining rudder bearing clearances and stern bush clearances of oil stern bearings based on a review of the operating history, on board testing and stern oil sample reports. These considerations are to be included in the proposals for in-water survey which are to be submitted in advance of the survey so that satisfactory arrangements can be agreed with the RBNA.

502. The In-water Survey may replace intermediate dry dock surveys for the three initial cycles, for dry cargo vessels (except bulk carriers and vessels subject to ESP program) and of service, with less than 15(fifteen) years (see item A1.404). The allowance is plus or minus 6 (six) months.

503. These surveys are to be carried out by homologated divers and documented by photographs or videos.

600. Tail shaft and propeller surveys (VEP)

601. Except for the requirements of A2.500 above, the tail shaft and propeller surveys are to be carried out during the intermediate and renewal dry-dockings.

602. During intermediate dry-docking, a partial removal is carried out to ascertain rudder bearing clearances and stern bush clearances of oil stern bearings based on a review of the operating history, on board testing and stern oil sample reports. The propeller is inspected for cracks

603. During the renewal dry-docking, a complete removal of the tail shaft is required, including complete verification

of the bushes, sleeves, fitting with the propeller and relevant NDT tests.

A3. PERIOD OF THE CLASS RENEWAL SURVEY

100. Class renewal survey Hull and Machinery (VRC - VRM)

101. Renewal Surveys are to be carried out at 5 years intervals to renew the Classification Certificate.

102. The first Renewal Survey is to be completed within 5 years from the date of the initial classification survey and thereafter 5 years from the credited date of the previous Renewal Survey. However, an extension of class of 3 months maximum beyond the 5th year can be granted in exceptional circumstances. In this case, the next period of class will start from the expiry date of the Renewal Survey before the extension was granted.

103. For surveys completed within 3 months before the expiry date of the Renewal Survey, the next period of class will start from the expiry date of the Renewal Survey. For surveys completed more than 3 months before the expiry date of the Renewal Survey, the period of class will start from the survey completion date.

104. For vessels with $GT \geq 500$, the Class Renewal Survey may be commenced at the 4th Annual Survey and be progressed with a view to completion by the 5th anniversary date. When the Renewal Survey is commenced prior to the 4th Annual Survey, the entire survey is to be completed within 15 months if such work is to be credited to the Renewal Survey.

A4 DISTRIBUTION OF PERIODICAL SURVEYS OF THE CYCLE OF CLASS

100. Basic Distribution in the Tables

101. Reference basic distributions in the following tables.

TABLE T.A4.101.1

Service:	Dry cargo (except bulk carriers and vessels subject to the ESP program) and service vessels
Navigation Area:	O1 e O2
Propulsion:	with or without

Cycles 1, 2 and 3	YEARS				
	1	2	3	4	5
Hull	VAC	VAC	VAC + VIC ⁽¹⁾ + VDC or VSC ⁽²⁾	VAC	VRC + VDC
Mach- inery	VAM	VAM	VAM + VEP ⁽¹⁾ or VSM ⁽²⁾	VAM	VRM + VEP

Cycle 4 on	YEARS				
	1	2	3	4	5
Hull	VAC	VAC	VAC + VIC ⁽¹⁾ + VDC	VAC	VRC VDC
Mach- inery	VAM	VAM	VAM + VEP	VAM	VRM VEP

TABLE T.A4.101.2

Service:	Bulk carriers, ESP, passengers, oil tankers, chemical tankers and others
Navigation Area:	O1 or O2
Propulsion:	with or without

Cycles 1 and 2	YEARS				
	1	2	3	4	5
Hull	VAC	VAC	VAC + VIC ⁽¹⁾ + VDC or VSC ⁽²⁾	VAC	VRC VDC
Mach- inery	VAM	VAM	VAM + VEP or VSM ⁽²⁾	VAM	VRM VEP

Cycle 3 on	YEARS				
	1	2	3	4	5
Hull	VAC	VAC	VAC VIC ⁽¹⁾ VDC	VAC	VRCx VDC
Mach- inery	VAM	VAM	VAM VEP ⁽¹⁾	VAM	VRMx VEP

Notes:

(1) The VIC and VEP survey can be carried out at the time of the second or third annual survey.

(2) VSC or VSM at mid-cycle are subject to special regulations of the Part I, Title 2, Section 2, in the subchapter according to the type of vessel.

102. Reference is made to Part I, Title 02, Section 2 of the Rules.

CAPÍTULO B

STATUTORY PERIODICAL SURVEYS

CHAPTER CONTENTS

B1. SCOPE

B1. SCOPE

100. Application

101. For ships with $AB < 500$ subject to the regulations of the Brazilian Flag are to be applied the prescriptions of the NORMAM 01. For vessels with $AB \geq 500$, the NORMAM 01 remits to the IMO regulations.

102. For other countries, the standards of the local Maritime Authority regulations are to be applied and, in the absence of those IMO regulations are to be applied.

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