

Addendum to Survey Performance Requirements (SPR) for periodic surveys of hulls, propulsion and steering systems

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Survey performance requirements

Survey performance requirements (SPRs) complement maritime rules that require a surveyor to exercise judgement. In the event of any conflict between an SPR and a maritime rule, the rule prevails.

Rule 44.25(3) states that: “*the Director may impose requirements as to the performance of a survey*” and rule 44.25(4) states that “*when undertaking any survey, the surveyor must comply with any requirements imposed by the Director as to the performance of a survey*”.

Applies to

This addendum applies to the following Survey Performance Requirements (SPRs):

- Periodic survey of the hull, decks, superstructure, machinery and equipment of all fibre reinforced plastic (FRP) hulls
- Periodic survey of the hull, decks, superstructure, machinery and equipment of all wooden hulls
- Periodic survey of the hull, decks, superstructure, machinery and equipment of all steel and aluminium hulls
- Periodic survey of steering and propulsion systems.

Pursuant to Maritime Rule 44.25(3), and having met the relevant obligations of Maritime Rule 44.25(5) I, Kenneth Crawford, hereby impose the above requirements as to the performance of surveys (survey performance requirements):

Signed at Wellington

This 15th day of July 2020

A handwritten signature in black ink that reads "Kenneth W. Crawford". The signature is written in a cursive style with a clear, legible font.

Kenneth Crawford

Deputy Director Maritime Systems Assurance

Maritime New Zealand

Acting under Delegated Authority

COVID-19

While New Zealand responds to COVID-19, we understand that there are logistical challenges for surveyors and operators whose vessels are due for inspection.

Access to slipways and dry docks for out-of-water survey has become limited making it difficult for operators and owners to complete the survey within the five-year period stated in the survey plan.

Under MOSS the out-of-water inspection may be postponed for no longer than three months if a surveyor considers that the vessel condition is satisfactory. Under this SPR the out-of-water inspection component of the periodic survey may be postponed for a longer period. The surveyor will determine the appropriate timeframe and amend the survey plan accordingly.

This extension relates specifically to out-of-water surveys falling due within the period from 11 March 2020 through to 11 September 2020. This timeframe starts at the date the New Zealand government announced COVID-19. The end date has been set at what Maritime NZ considers an appropriate time frame to catch up on the backlog of availability of dry dock slots. This end date is subject to change at the discretion of the Director of Maritime NZ.

Out-of-water survey requirement

The current SPRs for periodic surveys as listed in the application section above require the surveyor to ensure that the approved survey plan includes an out-of-water survey of the hull, or steering and propulsion system, not less frequently than once every five years.

Under COVID-19 this five year period may be extended, at the discretion of the surveyor, for the out-of-water components of the periodic survey. The surveyor must conduct all possible components of the periodic survey with the vessel afloat and in the process achieve technical confidence in the vessel for the purposes of assigning an appropriate extension period, if any, for the out-of-water components. The surveyor should consider if the out-of-water components of the survey can safely be extended until the next planned survey. The surveyor must not extend the out-of-water components if the extension would significantly increase the risk to safety.

The extension for the out-of-water components of the periodic survey is in place to accommodate the COVID-19 restrictions only. It should not alter the next due date for survey.

Technical confidence

For the purposes of forming technical confidence in providing an extension for the out-of-water survey components due to COVID-19, the surveyor may, at their discretion, make use of alternative means. This may include using remotely operated vehicle technology or divers to inspect the exterior of the ship's hull and propulsion and steering systems while it is in the water. However, the use of such methods may not be used in lieu of an out-of-water survey.

To the extent that the elements are covered by the survey plan, when surveying the exterior hull and fittings, the surveyor must:

1. Inspect, as far as possible afloat, for hull profile distortion or deformation, and identify causes as applicable.
2. Inspect above the waterline for blisters, voids, cracks delamination and any other form of laminate breakdown or structural weaknesses.

3. Check, as far as possible afloat, the condition and performance of the ship's corrosion protection system.
4. Inspect beltings, anchor platforms and boarding platforms for impact damage, cracking, movement, loose fastenings and moisture ingress.
5. Inspect, as far as possible afloat, all fittings (eg propeller struts, rudder tubes, boarding platform support struts) and their fastenings for damage, corrosion, movement, fastenings failure, and the surrounding hull areas for laminate degradation.
6. Inspect, as applicable, the outboard motor mounting for cracks, excessive movement, distortion of the transom, and the sufficiency, tightness and condition of the motor securing bolts. Also inspect surrounding structure for damage or cracking.
7. Inspect the secureness of installation and the sealing of the portlights, the fastenings and the suitability of the materials used.
8. Inspect all inlets, discharges (as far as possible afloat and including garbage chutes), scuppers, vents, exhausts and outlets for watertightness and weathertightness, and for compliance with any conditions of assignment. Check effectiveness of valves and seacocks as far as possible afloat.

Survey plan

The revised due date of the out-of-water component of the inspection must be communicated with the operator and noted in the survey plan. This must include the reason for the change of date (for example, impact of COVID-19 on availability of dry dock slots) and the rationale for the specific extension of time. For example, a ship that has a history of sound survey reports may be considered to have less risk and therefore has a longer extension than a ship that is in poor condition that has a history of survey issues.

Navigator

The revised due date of the out-of-water component of the inspection must be recorded by the surveyor in the notes field of Maritime NZ's ship database (Navigator).