

# No. Procedure for Hull Failure Incident Reporting

## 2A

(July  
2015)

### 1 Objective

To collect hull failure information to be used in the development and maintenance of IACS structural requirements and booklets on typical hull damages for various ship types.

### 2 Definitions

In the context of this procedure, the following definitions apply.

**2.1 Hull failure incident:** a hull failure (e.g. a visible through thickness fracture of any length in the oil/watertight envelope of the outer shell; a fracture or buckling which has weakened a main strength member to the extent that the ship's structural strength may be compromised) that is known, or suspected, to be due to inadequate compliance with relevant standards for design, construction, modification or repair of the failed item or inadequacy in standards relevant to the failed item.

Damage incidents caused by all other causes, including but not limited to such things as collision, grounding, improper or inadequate operation, improper loading, human error or action, natural disaster, etc. are not "*hull failure incidents*" within the context of this procedure.

**2.2 Serious hull failure incident:** A hull failure incident that:

- Resulted in loss of the ship, death or serious injury to the personnel on board, or severe pollution of the marine environment; or
- Endangering the ship, the personnel on board, or posed a threat of severe pollution of the marine environment. For guidance examples of events in this category are given, but not limited to:
  - a) Fracture or buckling of the ship's longitudinal structure such that the global strength is reduced by a significant amount, for example; greater than 5% reduction in section modulus or section shear area.
  - b) Loss of steering capability by fracture/deformation of the rudder, rudder stock, or rudder horn.
  - c) Loss of tightness of a hatch cover, shell door/ramp, ventilator, sounding pipe, etc. causing the ingress of a significant amount of water, as determined by the Society.
  - d) The leakage of a significant amount of oil/pollutant from a containing tank into adjacent non-cargo space or through a hull breach, as determined by the Society.
  - e) An event of similar severity not listed above.

**2.3 Hull:** Hull structure and appurtenant equipment and structure fitted on or through the hull envelope (including but not limited to such things as hatches, doors or ramps, ventilation and sounding pipes, rudder including rudder stock, sea connections, etc.).

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Note:

This Procedural Requirement applies from 1 January 2017.

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(cont)**3 Hull failure incident reporting**

3.1 Hull failure incidents which are considered to be noteworthy and of possible utility for improving international technical requirements, Societies' Rules or survey procedures and guidance are to be reported<sup>1)</sup>, without identifying the particular ship involved, using the Data Sheet for Reporting Hull Failure Incidents and Repairs, contained in Annex.

3.2 Societies are to submit the required information on failure incidents of ships in their class to the IACS Hull Panel within a period of three months from the date the Society first becomes aware of the occurrence of the incident.

3.3 The Hull Panel will be responsible for maintaining the records of submitted information and issuing periodic lists of all cases.

3.4 The Hull Panel will, on an ongoing basis, review the information received and, where necessary or appropriate, make recommendations to GPG regarding possible further action by IACS. The Hull Panel will also use the information received, when appropriate, in the development and maintenance of the IACS booklets on typical hull damages for various ship types.

**4 Confidentiality**

4.1 Information provided or obtained in the course of application of this procedure, is to be considered confidential and is not to be divulged to any other party, except as needed to implement the present procedure, or as required by law.

4.2 Information obtained under this procedure is not to be used to seek commercial advantage.

**5 Exceptions**

5.1 Inability to provide information for use in conjunction with this procedure as a result of expectation of litigation shall not be held against the Society involved.

**6 Relationship to IACS PR2B Procedure for Early Warning of Serious Hull Failure Incidents - "Early Warning Scheme – EWS"**


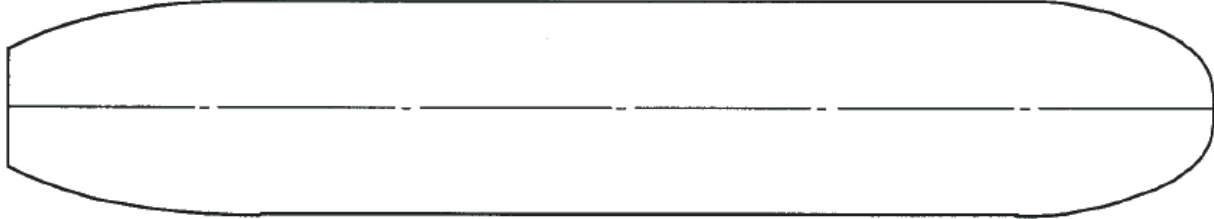
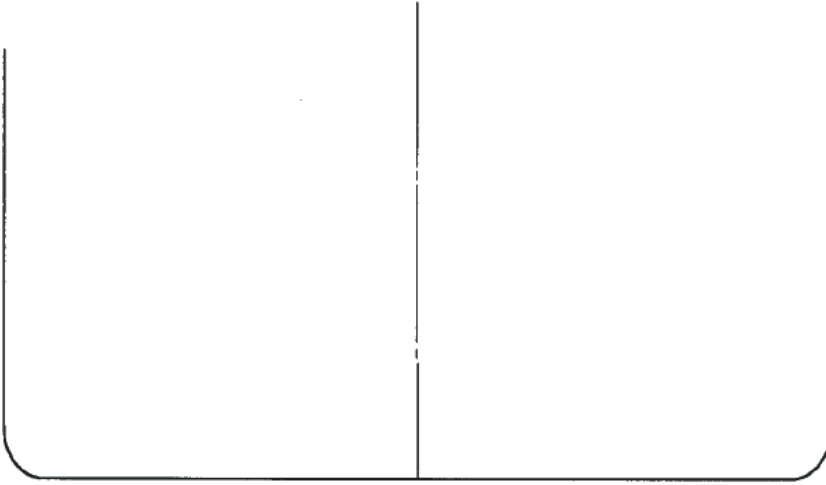
6.1 A *serious hull failure incident* is, additionally, subject to the requirements of IACS PR2B and is to be reported by the Hull Panel Member submitting the incident to the Hull Panel to the Incident Reporting Officer (IRO) (see PR2B) of his/her Society for handling under PR2B.

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<sup>1)</sup> Considerable uncertainty may exist as to whether a particular incident is a *hull failure incident* or not. In deciding whether to treat an incident as a *hull failure incident* consideration is to be given to whether enough is known or can reasonably be expected to be learned about the particular incident to warrant treating it as a *hull failure incident*. Similarly, for incidents which may have been caused by inadequate maintenance of an item, consideration should be given to whether information on the incident would contribute to reassessing the periodicity of required surveys or examinations, or other aspects within the purview of classification or statutory certification.

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**ANNEX**

<p><b>Data Sheet for Reporting</b></p> <p><b>Hull Failure Incidents and Repairs</b></p>			<p><b>Page 1 of    Pages</b></p> <hr/> <p><b>Unique Record Number (*1)</b></p>
<b>Ship Type</b>		<b>Date of Report</b>	
<b>Size Group (GRT or DWT) (*2)</b>		<b>Age Group (*3)</b>	
<p>Note:        (*1) aa-bb-cc (aa: Society's name, bb: year reported, cc: consecutive report number)</p> <p>              (*2) GRT:    &lt; 6,000        6,000 – 9,999        10,000 – 29,999        30,000 ≤</p> <p>                      DWT:    &lt; 10,000        10,000 – 49,999        50,000 – 99,999        100,000 – 179,999        180,000 ≤</p> <p>              (*3) Age: 0-4,    5-9,    10-14,    15-19,    20 ≤</p> <p>Please indicate tank and hold arrangement and the global locations of damage on the diagrams provided below.</p>			
			
			
			

Note: This form should not be used as a vehicle to transmit information to member societies' field surveyors or any other parties.

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<p style="text-align: center;"><b>Data Sheet for Reporting</b></p> <p style="text-align: center;"><b>Hull Failure Incidents and Repairs</b></p>		Page of Pages
		Unique Record Number
<b>Description of Damages, Likely Causes, Methods of Repair and Lessons Learned</b>		
Please describe	<p>(1) the nature and extent of damages            (2) factors likely to have contributed to the damages if known            (3) methods of repair if any            (4) lessons learned</p> <p>Please also identify global locations of damages on the diagrams provided on page 1.</p>	
Please sketch	<p>(1) Details of damage with scantlings and material of associated structures            (2) Details of repairs, if any, with scantlings and material of any modified structures and/or additional reinforcements</p>	

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