

No. 12
cont'd

4.2.4 All weldings are to be of reasonable length and must have at least 3 parallel welding beads. The deposited metal must be sound without any lack of fusion, undercut, cracks and other defects which could impair the workability or use of the product.

Welding is to be performed with one layer of beads in excess, which is subsequently to be ground smooth to the surface level.

4.2.5 Products which are to be supplied in a heat treated condition are to be welded prior to the heat treatment; otherwise, a new heat treatment may be required.

Products supplied in the controlled rolled or as rolled condition may require a suitable heat treatment after welding. However, the post weld heat treatment may be omitted provided the manufacturer has demonstrated by a procedure test that the required properties will be maintained without heat treatment.

4.2.6 The finished products are to be presented to the Surveyor for acceptance. The soundness of the repair may be verified by ultrasonic, magnetic particle or dye penetrant methods at the Surveyor's discretion.

4.2.7 For every welding repair the manufacturer must provide the Surveyor with a written report and a sketch showing sizes and location of the defects and full details of the repair procedure including the welding consumables, post weld heat treatment and non-destructive testing.



**No. 13 Standards for Ship Equipment for Mooring
at Single Point Moorings**
(1984)
(Rev.1, July
2004)

Upon request from the Owner, the IACS Societies are prepared to certify that the vessel is specially fitted for compliance with Sections 2.1, 4.2 and 6 of "Standards for Equipment Employed in the Mooring of Ships at Single Point Moorings," published by the Oil Companies International Marine Forum, 1978, as amended.

Plans showing the arrangements are to be submitted to the Classification Society for review.

The chain stopper, Smit bracket, or other device for securing the chafing chain to the ship and the structure to which it is attached are to be capable of withstanding a load not less than the breaking strength of the chain corresponding to the size of the ship as given in Section 6 of the Standards. Calculations to demonstrate this capability are to be submitted.

The chain bearing surface of the bow fairleads described in 6.1 is to have a diameter at least seven times that of the associated chain.

The installation on board the ship is to be confirmed by a Surveyor to the Classification Society.

Compliance with the foregoing will be suitably documented.

