

# No. 133 (Nov 2013) Guidelines for Pilot Schemes of Extended Interval between Surveys in Dry-Dock - Extended Dry-docking (EDD) Scheme

## 1 Introduction

The intervals between inspections of the outside of the ship's bottom are specified in SOLAS, IACS Regulations and Classification Society Rules and require a minimum of two inspections to be carried out during the 5 year validity period of the Safety Construction Certificate/Special Survey period. SOLAS Regulation I/10(v) only requires a minimum of two inspections of the outside of the ship's bottom and does not specify a ship must be dry-docked out of the water.

IMO Resolution A.1053(27) as amended, "Survey guidelines for the harmonized system of survey and certification", requires that inspections of the outside of the ship's bottom should normally be carried out with the ship in a dry-dock. However, it also provides that Administrations may give consideration to alternate inspections being carried out with the ship afloat. This document recommends the acceptance procedure for pilot schemes which extend the interval between surveys in dry-dock. Ships eligible for the Extended Dry-Docking (EDD) scheme should meet the provisions and conditions described in this document. Qualifying ships may be permitted to carry out two consecutive in-water surveys, subject to the conditions described in this document. A minimum of two inspections of the outside of the ships bottom should be carried out during the renewal period of five years and the intervals between any two inspections shall not exceed 36 months.

Pilot schemes which extend the interval between out of water dry-docking surveys are normally tripartite projects between the Owner, Flag Administration and the Classification Society.

Acceptance into such a Pilot scheme is subject to the formal written agreement with the ship's Flag Administration including any additional specific Flag Administration requirements.

## 2 Application

Owners/Managers requesting a ship be considered for the EDD scheme, are to apply to the Classification Society in writing confirming and describing compliance with the requirements and conditions specified in this document.

Upon the Owner's request, the extended interval for each ship will be considered on a case by case basis by the Classification Society. The Society may assist in forwarding the Owner's application to the Flag Administration.

The following ships and ship types are not eligible for the extended dry-docking scheme described in these guidelines:

- Passenger Ships;
- Ships subject to the Enhanced Survey Program (ESP);
- Ships subject to the Hull Survey Requirements of IACS UR Z7.1;

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- Ships fitted with propulsion thrusters;
- Ships where the propeller connection to the shaft is by means of a keyed taper;
- High Speed Craft(HSC).

The dry-docking scheme will operate based upon the ship's age when entering the scheme. For ships already in service, the extended dry-docking scheme may be implemented at any time until a ship reaches 10 years of age.

No extensions should be granted for the dry-docking required at the end of each extended dry docking period.

**3 Information to be submitted by the Owner**

Prior to acceptance into an EDD scheme, the owner is to submit the following information:

- Provisions for carrying out maintenance required on electric/electronic sensors e.g. Echo-sounder, Doppler-Log, Speedlog (propeller speedlog or backpressure speedlog), seawater temperature gauges, electronic draught reading, etc.;
- Provisions for maintaining the draft marks fore, aft and midships as well as Loadline marks (painted and welded figures) and all other required hull markings;
- Maintenance required of thrusters and stabilisers, if fitted, and provision for carrying out surveys or maintenance or as required by the surveyor;
- Service experience to-date with hull coating system covered by manufacturer's guarantee that the underwater coatings used are designed to last for the extended period since the coating is to remain effective for the extended dry docking period;
- Impressed cathodic protection system or provisions for renewal of external hull sacrificial anodes in the afloat condition.

**4 Preparatory Reviews by the Classification Society**

The Classification Society should carry out the following reviews prior to accepting a ship into an EDD scheme:

- Satisfactory review of the items submitted by the owner as required in Section 3 above;
- Review of ship's history with particular attention to any previous findings affecting the underwater body.

**5 Arrangements**

Prior to acceptance into an EDD scheme, ships enrolled an extended dry-docking interval scheme should comply with the following provisions:

- The ship should comply with the In-Water Survey provisions in accordance with the corresponding requirements of the Classification Society;
- Protective coating in double bottom/double side ballast tanks, void spaces and all other spaces adjacent to the shell should be maintained in GOOD condition;

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- The shafting arrangement should fulfil the applicable Society's requirements for Tailshaft Condition Monitoring Survey Arrangement;
- Hull maintenance scheme to be implemented in accordance with ISM requirements.

**6 In-Water Survey Requirements**

The In-Water Survey should be carried out in accordance with IACS UR Z3.

An in-water survey plan should be submitted to the Classification Society for review in advance of the survey and should include the following:

- Scheduled time and location for survey;
- Name of approved diving company;
- Means for cleaning of the hull below waterline;
- Means of access for examination of sea chests, sea valves and box coolers;
- Provisions for determining the condition of anchoring equipment, ranging of anchor chain cables and examination of the chain lockers when due for survey and/or as required by the surveyor;
- Provisions for surveying and maintaining sea connections including thickness measurements of sea chests;
- Results of inspections by the Owner's personnel of double bottom/double side ballast tanks (during the last 3 years) and other spaces adjacent to the shell with reference to structural deterioration in general, leakages in tank boundaries and piping and condition of the protective coating;
- Conditions for internal examination of double bottom/double side ballast tanks (e.g., information regarding tank cleaning, gas freeing, ventilation, lighting, etc.).

Prior to commencement of the in-water survey, a survey planning meeting is to be held between the attending surveyor(s), the owner's representative in attendance, the diving company and the master of the ship or an appropriate representative appointed by the owner for the purpose of ascertaining that all the arrangements envisaged in the survey plan are in place, so as to ensure the safe and efficient conduct of the survey work to be carried out.

A comprehensive report of findings, gaugings, clearances and any work undertaken, including recordings of representative CCTV images, must be submitted by the ship owner to all involved parties.

**7 Special Survey/Statutory Renewal Requirements**

It should be noted that the periodicity of the ships's Special Survey and Statutory Renewal Surveys will not change, therefore provision must be made for carrying out all such surveys and any repairs afloat, where not dry-docking.

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(cont)**8 Survey Findings**

If the In-Water Survey reveals damage, deterioration or other conditions that requires early attention, the surveyor may require that the ship be dry-docked in order that a detailed survey can be undertaken and necessary repairs carried out.

If temporary repairs carried out to any underwater parts are considered acceptable these must be made permanent within a due date decided by the surveyor.

The owner is to request the Classification Society to perform a survey in dry-dock in any event or circumstance in the operation of the ship which could have led to underwater damages or deterioration in the crew's knowledge or opinion.

If the coating condition in double bottom/double side ballast tanks, void spaces and dry spaces is found in less than GOOD condition, the owner is to restore the coating to GOOD.

**9 Termination of Scheme**

The dry-docking survey required for the Special Survey at 15 years of age shall be carried out in a dry-dock. All ships in an EDD scheme shall be dis-enrolled once the ship reaches 15 years of age.

The Extended Dry-docking Scheme will be terminated in cases of change of the ship's owner, management or Flag Administration.

A Classification Society may dis-enrol a ship from an EDD scheme at any time should it be found that the conditions for maintaining this extended Dry-Dock scheme are not fulfilled anymore.

Once the conditions for the scheme are no longer present, the ship will return to the normal docking interval and any due dock survey shall be carried out by the due date.

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