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भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING
नौवहन महानिदेशालय / DIRECTORATE GENERAL OF SHIPPING

टेलीफोन: 91-22-25752040-43 & 45

फैक्स: 91-22-25752029 / 35

ई-मेल: dgship-dgs@nic.in

वेब: www.dgshipping.gov.in

“बीटा बिल्डिंग” 9 वी मंज़िल / “BETA BLDG.” 9th FLOOR, Tele: 91-22-25752040-43 & 45

आई-थिंक टेक्नो कैम्पस / i-THINK TECHNO CAMPUS, Fax: 91-22-25752029 / 35

कांजुर मार्ग (ईस्ट) / KANJUR MARG (EAST), E-mail: dgship-dgs@nic.in

मुम्बई - 400042 / MUMBAI - 400 042. Web: www.dgshipping.gov.in

F.No:SS/MISC(23)/2007

Dated 09.03.16

MS Notice No: 01 of 2016

Sub: In-Water Survey (IWS), in lieu of dry docking of cargo vessels

This office had issued its Merchant Shipping (MS) Notice No. 24 of 2009 [F. No. SS/MISC(11)/2007] dated 06.07.09, permitting in-water survey (IWS) in lieu of dry-docking for Indian flag cargo vessels of age below 15 years. After its implementation, several requests have been received from the industry organisations and stakeholders to remove the age restrictions for Indian cargo vessels for IWS, citing that technological advancements and improvements in the techniques for ship maintenance and in-water surveys make the IWS more reliable than in the past. Further, a majority of foreign flag administrations do allow their vessels irrespective of their age to undergo IWS in lieu of intermediate dry-docking, subject to certain conditions, and hence the said request to remove the said age norms for the IWS of Indian vessels for them to have a level playing field vis-à-vis non-Indian vessels, to boost the growth of Indian shipping. During deliberations on this matter with the Recognised Organizations (ROs), INSA and ICCSA, it has emerged that all the ROs have provisions in their classification rules for considering IWS of the underwater portion of the hull and fittings of vessels, in lieu of the bottom survey in dry-dock, subject to certain conditions, irrespective of the age of the vessels concerned.

2. Considering that various flag administrations follow the practice of permitting the IWS in lieu of intermediate dry-docking for cargo vessels and the ROs of the Indian administration have provisions in their rules for carrying out such IWS, taking into account the technological advances that have been made in regard to the use of corrosion resistant materials in ship construction, improvements of hull coatings, possibility of identifying the repairs/renewals of hull structures using inspection of hull through CCTV, and realising the need for providing a level playing field for Indian ships for their accelerated growth, and in accordance with the provisions of the SOLAS 74/88 Regulation 110(a)(v), read with paragraph 4.6 of the Annex to the IMO Resolution A.1104(29), the Competent Authority of this office has decided that, henceforth, the following procedures shall be followed for carrying out the IWS in lieu of dry-docking of Indian flag cargo vessels:

2.1. Vessels covered under Enhanced Survey Program (ESP):

2.1.1. For ESP vessels of less than 15 years of age, alternate inspections of the vessels bottom, not conducted in conjunction with its renewal survey, may be carried out by an IWS with the vessel afloat. Based on a request from the vessel owner(s), the RO concerned may carryout the IWS, in accordance with the 'International Code

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on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (ESP Code), as amended, and the provisions/guidelines applicable as per the rules of the respective RO.

- 2.1.2. For ESP vessels of 15 years of age and over, inspection of the outside of the vessel's bottom during intermediate surveys and renewal surveys shall be carried out with the vessel in dry-dock.

2.2. Vessels other than those covered under Paragraph 2.1:

- 2.2.1. The inspection of the outside of the vessel's bottom during renewal surveys shall be carried out with the vessel in dry-dock.
- 2.2.2. Alternate inspections of the vessel's bottom, not conducted in conjunction with the renewal survey, may be carried out by an IWS with the vessel afloat.
- 2.2.3. Based on a request from the vessel owner(s), the RO concerned may carry out the IWS in accordance with the applicable rules/procedures/ guidelines of the respective ROs, subject to the following conditions :
 - 2.2.3.1. The vessel has an appropriate and valid notation from the respective RO for carrying out an IWS in lieu of an out of water docking.
 - 2.2.3.2. The underwater portion of the hull structure is protected by a suitable coating of adequate thickness, valid till the dry-docking during renewal survey.
 - 2.2.3.3. The thickness measurement of the underwater hull structure, and the internal examination and close-up survey of all tanks and spaces, as per the respective class requirements for an intermediate survey, should be preferably completed before an IWS. In case an IWS is held before the completion of the abovementioned activities, an endorsement towards intermediate docking survey shall be done only after these activities are completed with satisfactory results, within the due date for docking survey.
 - 2.2.3.4. No repair or renewal work for the hull structure or fittings, and, no condition of class (CoC) on the hull structure or fittings, either of which necessitate the bottom survey in a dry-dock, exists.
 - 2.2.3.5. If a vessel does not have notation as prescribed hereinabove, such a notation may be obtained from the RO concerned at the time of dry-docking, to avail the benefit of an IWS during the intermediate surveys. However, as a one-time measure, a vessel may undergo an IWS in lieu of an intermediate dry-docking, provided the RO concerned ensures that the vessel complies with all the class requirements for an IWS and this MS Notice, and in all such cases, the vessel shall obtain the appropriate notation at the next dry-dock survey.

2.3. In-Water Survey (IWS) Requirements:

- 2.3.1. Prior to each IWS, a request should be made by the vessel owner(s) to this office and the RO concerned, indicating information such as date and location of the

IWS, general information on the diving company and a schedule for undertaking the IWS, coupled with a signed statement confirming that the vessel has not suffered any damage to the underwater hull and fittings due to grounding or contact or any other reason.

2.3.2. The IWS should be conducted in accordance with the following requirements;

- 2.3.2.1. At the time of an IWS, the vessel Master or owner's representative should provide a declaration to the RO concerned, of all suspected or actual damage to the hull that has occurred since the previous drydocking, as well as a declaration that the underwater portion of the hull structure is protected by a suitable paint scheme of an adequate thickness, valid till the dry-docking during renewal survey.
- 2.3.2.2. The proposed survey site should be in a protected location, with calm clear water providing good underwater visibility. Sufficient visibility shall be available to enable the Surveyor to ascertain if the hull requires repairs/renewals that necessitate the bottom survey in a dry-dock. Special attention should also be given to the effects of current and tides.
- 2.3.2.3. The hull should be clean for an external survey and the RO Surveyor should be satisfied that the method and quality of pictorial presentation is satisfactory and that the information obtained enables a reliable assessment to be made of the condition of the hull and fittings to decide whether dry-docking is needed or not. The survey should be discontinued if the conditions or equipments deteriorate to the extent that the transmitted pictures and/or communications are no longer acceptable.
- 2.3.2.4. An examination of the entire vessel below the waterline should be carried out by an approved diving company acceptable to the RO, using closed circuit television with a two-way communication capable of being monitored by the Surveyor as required.
- 2.3.2.5. Where practicable, the IWS should be carried out while the vessel is in a light operating condition to facilitate the survey.
- 2.3.2.6. An examination of the outside of the shell plating above the waterline and exposed portions of appendages should be carried out by the Surveyor. Means should be provided to enable the Surveyor to accomplish this visual examination. The extent of underwater inspection by RO Surveyor should be sufficient to include all items which would normally be examined if the vessel was in dry-dock.
- 2.3.2.7. When a defect or deterioration or damage is detected or suspected as a result of an IWS, or subsequent to an internal examination of spaces, or thickness measurement, or from the Master's statement, the internal structure should be examined as considered necessary to clarify or confirm the findings. In such cases, the Surveyor may require that the

vessel be drydocked to undertake a detailed survey, or to carry out necessary repairs/renewal.

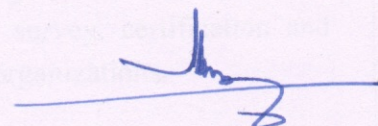
2.3.2.8. Any required repairs should be carried out to the satisfaction of the attending Surveyor.

2.4. Endorsement of statutory certificates and reporting:

2.4.1. On satisfactory completion of an IWS, the statutory certificate(s) may be endorsed towards the completion of an intermediate bottom survey. Thereafter, the RO shall forward a detailed report regarding the condition of the vessel, alongwith a compliance of the stipulations as at paragraphs 2.1 to 2.3 above, the survey findings and its recommendation for an acceptance of IWS, in lieu of intermediate dry docking, to this office, for an ex-post-facto approval.

3. This MS Notice is issued in supersession of this office's preceding MS Notice No. 24 of 2009 [F.No. SS/MISC(11)/2007] dated 06.07.09 and all other notices/guidelines issued on this subject. The same shall come into force from the date of an issuance of this notice.

4. This MS Notice is issued with the approval of the Director General of Shipping & Additional Secretary to the Government of India.



(Aji Vasudevan)
Dy. Chief Ship Surveyor

Copy forwarded to the:

- 1) Principal Officers, Mercantile Marine Departments, Mumbai/ Kolkata/Chennai/Kochi/Kandla.
- 2) SICs, M.M.D.,Goa/ Jamnagar/ Port Blair /Haldia /Visakhaptnam/ Tuticorin/ Paradip/ Mangalore.
- 3) NA/CS/CSS, DGS,Gol, Headquarters
- 4) INSA
- 5) ICCSA
- 6) All ROs
- 7) All Major Port Trusts
- 8) M/s. SCI, DCI & ONGC
- 9) Hindi Branch, DGS,Gol, Headquarters - for translation and uploading on the DGS Website.
- 10) Computer Branch DGS,Gol, Headquarters
- 11) Guard File, DGS,Gol, Headquarters

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