



BERMUDA MERCHANT SHIPPING GUIDANCE NOTICE

Bermuda Extended Dry Docking (EDD) Programme

This Notice is intended for: Classification Societies, Ship Owners, Managers of Bermuda Registered Liquefied Natural Gas Tankers and Container Ships

Ref:

- SOLAS 74/88 as amended – Chapter I Reg. 10
- Assembly Resolution A.1053(27)
- Assembly Resolution A.1104(29)

Summary

SOLAS requires cargo ships to have an inspection of the outside of the ship's bottom twice during the 5-year validity of the Safety Construction Certificate, with the maximum period between any two inspections being 36 months. SOLAS does not specify that these inspections must be carried out with the ship out-of-water.

This Shipping Notice sets out the requirements which must be met for a cargo ship to be eligible for enrolment on the Bermuda Extended Dry Docking Programme.

This Notice was issued on 1 March 2019.

1 General

IMO Resolution A.1053(27) 4.6, requires a minimum of two inspections of the ship's bottom during any five year period with a maximum of 36 months between any two such inspections. One of these inspections should be carried out on or after the fourth annual survey in conjunction with the renewal of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate. Resolution A.1053(27) further states that inspections of the outside of the ship's bottom should normally be completed out-of-water, however, Administrations may give consideration to alternate inspections being carried out with the ship afloat.

Special consideration should be given before ships of 15 years of age and over, other than bulk carriers and oil tankers are permitted to have such surveys afloat. Bulk carriers and oil tankers are specifically not permitted to extend their docking period.

2 Application

This Shipping Notice is applicable to the following ship types only:

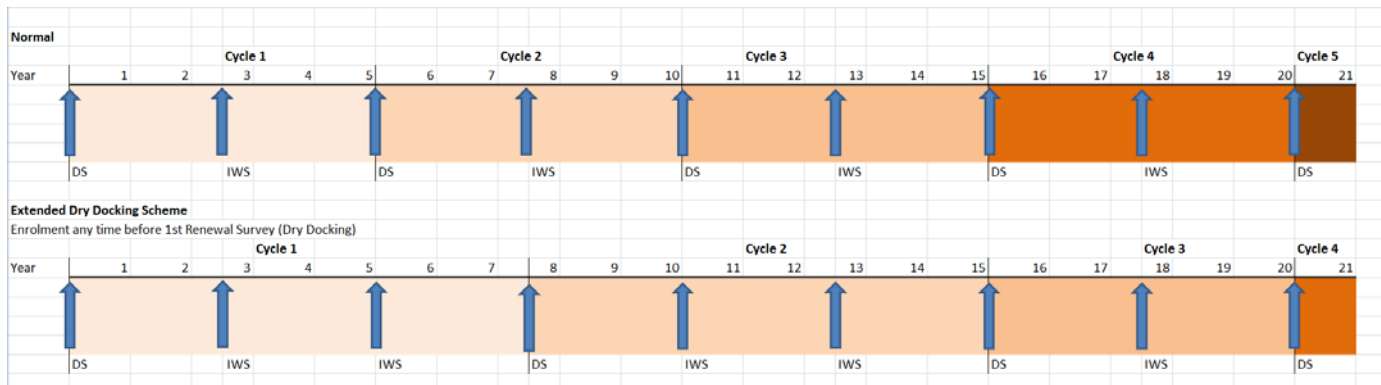
- Container Ships
- Liquefied Natural Gas Tankers

Of the above ship types, the following are not eligible:

- Ships on short sea trades (feeder ships)
- Ships strengthened for operations in ice (ships assigned an IACS Ice Class Notation)
- Ships where the propeller connection to the shaft is by means of a keyed taper

3 Description of Scheme

The programme applies for a maximum of 2 extended (7¹/₂ year) dry docking cycles, after which all ships will revert to a 5 year dry docking cycle, harmonised with the Cargo Ship Safety Construction Certificate renewal survey.



Once accepted onto the programme ships will be inspected in dry dock at intervals not exceeding 7¹/₂ years provided that two consecutive in-water inspections have been carried out. No extensions will be granted for the dry-docking required at the end of each extended dry-docking period.

Please note that the periodicity of the ship's Special Survey, Machinery Surveys and Statutory Renewal surveys will not change.

This scheme is most effective if the vessel is built with the expectation of enrolment, however ships may enter the scheme at any time before the first renewal survey of the Cargo Ship Safety Construction Certificate.

4 Requirements and Conditions of the Bermuda Extended Dry Docking Scheme

4.1 Acceptance onto EDD Scheme

For acceptance each ship will be individually considered and formally accepted in writing, by the Bermuda Shipping and Maritime Authority (BSMA), based on the following criteria:

- a) Ships must be less than 5 years old at enrolment onto the programme and may stay in the programme until 15 years old.
- b) Ships must be classed with a recognised Classification Society and have no history of findings related to the underwater body of the vessel.
- c) Ships must be accepted into the Extended Dry Docking scheme administered by their Classification Society.
- d) Ships must have suitable Classification Society notation denoting acceptance for completion of In Water Survey (IWS or UWILD).
- e) Ships must have a satisfactory PSC history with no deficiencies which are associated with structural wastage, corrosion or fractures.

- f) Ships must be able to take rudder pintle bearing/bush and tailshaft clearances afloat.
- g) Ship side sea valve connections including distance/stub pieces must be easily examined from inside the ship at in-water surveys, and thickness measurements of same are to be carried out.
- h) Ship side sea valves must be accessible when afloat and able to be examined (for instance by using external blanking pieces) at in-water surveys. Speed log and other ship-side sensors should be accessible for maintenance with the ship in-water.
- i) Means shall be provided to allow divers access to all sea chests at in-water surveys.
- j) It must be possible to complete maintenance on thrusters and stabilisers at the in-water surveys, if required. Information on thruster and stabiliser running hours is to be compared to OEM recommended maintenance intervals.
- k) Provisions for maintaining the draft marks, Loadline marks and all other required hull markings should be in place.
- l) Ships should be fitted with an impressed current cathodic protection system or provided with a means for renewal of hull sacrificial anodes in the afloat condition.
- m) Ships should be coated with a coating system designed to last for the extended 7¹/₂ year period.
- n) Ballast tank coatings should be maintained in 'GOOD' condition.
- o) Anchor chain cable must be ranged as per the relevant Classification Society requirements. If necessary the means of ranging and gauging cables while afloat is to be indicated.
- p) The ship should have Class Notations equivalent to screwshaft condition monitoring, machinery planned maintenance scheme, hull planned maintenance scheme, continuous survey cycle (hull and machinery), in-water survey.
- q) If a ship is subject to an unscheduled docking then the Classification Society must attend to carry out an examination.

4.2 Maintenance of Enrolment on EDD Scheme

For continued acceptance on the EDD scheme the following criteria is to be met:

- a) Annual statement from the Master confirming that the ship has not touched bottom or sustained any structural damage.
- b) In Water Survey documentation is to be submitted to the BSMA technical office.
- c) Results of Class completed special and intermediate surveys are to be submitted to the BSMA technical office.
- d) All hull markings including Loadline markings, underwater paint and anodes are to be maintained in satisfactory condition.
- e) All ballast tank coatings are to remain in 'GOOD' condition.

Changes to any of the above items could affect the vessel's continued enrolment in the EDD scheme and will be considered by BSMA, in consultation with the vessel manager, and could result in continued enrolment in the scheme being contingent upon agreed management plans.

BSMA is to be informed in the following circumstances:

- a) Unscheduled dry dockings.
- b) Grounding, vessel contact or other hull damage.
- c) Structural corrosion resulting in Class requiring renewal of material.
- d) Underwater examination revealing unknown damage or excessive underwater coating loss.

In the above instances the viability of continued enrolment in the EDD scheme will be examined after review of the facts on a case by case basis.

4.3 Withdrawal from the EDD Scheme

BSMA reserves the right to discontinue access to the EDD scheme (following review of the relevant circumstances), in the following instances:

- a) Consistent poor implementation of the requirements for continued enrolment in the EDD scheme (4.2).
- b) Detention of the ship after a Port State Control Inspection.
- c) Grounding or hull damage.
- d) Creation of an IACS PR 17 finding following Class surveyor attendance on board.
- e) Consistent PSC findings related to ship's structural condition.
- f) Change of ship manager or Classification Society.

Normally all ships will cease to be enrolled in the scheme upon completion of the third Cargo Ship Safety Construction Survey, or the ship reaches 15 years of age, whichever is sooner.

5 Management of the In-Water Survey

A planning document is to be prepared in advance of each in-water survey. A copy must be submitted to the Classification Society and BSMA for review and comment. The plan should include details of all incidents and defects affecting the vessel's underwater body including any reported or suspected bottom contact. Diving companies and locations of in-water surveys to be specially considered by Class and BSMA.

In-water surveys are to be carried out in accordance with the Rules of the Classification Society concerned and must be equivalent to, and carried out to the same extent as, an out of water survey. If the survey reveals wastage, damage, deterioration or coating failure the vessel may be required to be placed in drydock for additional repairs as considered necessary.

The Classification Society must positively report on all aspects required in Section 3 of Annex 1 of IMO Resolution A.1053(27) to BSMA.

6 Survey Reports

Comprehensive reports of the in-water survey and any work undertaken are to be submitted to BSMA. These should include a report of the condition of the propeller blades, bow thrusters, stabilisers, sea chests, valves and

connection pieces, rudder and pintle clearances, tailshaft, tailshaft seals and wear-down measurements.

7 Considerations

It must be emphasised that the periodicity of the ship's Special Survey, Machinery Surveys and Statutory Renewal surveys will not change, therefore provision must be made for carrying out all such surveys and any necessary repairs afloat.

If any In-Water survey reveals damage, deterioration or other conditions that requires early attention, the Class or BSMA surveyor may require that the ship be dry-docked to allow a detailed survey to be undertaken and any necessary repairs carried out.

8 Summary

EDD may be appropriate for owners of certain types of vessels offering them a greater degree of flexibility for their dry-docking schedules and allowing them to carry out continuous surveys and use In-Water Surveys to monitor underwater areas.

It requires a pro-active approach by Owners/Operators to move beyond the current mainstream prescriptive requirements.

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