

CLASSIFICATION NOTES

No.72.2

ASSESSMENT OF SHIPS AND MANAGERS FOR THE ACCEPTANCE OF EXTENDED INTERVAL BETWEEN BOTTOM SURVEYS IN DRY-DOCK

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FOREWORD

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All publications may be downloaded from the Society's Web site <http://www.dnv.com/>.

The Society reserves the exclusive right to interpret, decide equivalence or make exemptions to this Classification Note.

Background

This Classification Note has been introduced in order to offer technical information for an Owner considering to enroll the extended dry docking scheme.

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1. General

1.1 Introduction

Owners and ships eligible for the extended dry docking (EDD) scheme shall meet the requirements and conditions described in this document. Qualified ships are allowed to be dry docked at intervals extended up to 7.5 years provided that the two Bottom Surveys Afloat (BSA), carried out between dockings, have satisfactory results.

The relevant survey scheme is referred in DNV Rules for Classification of Ships Pt.7 Ch.1 Sec.5 A500.

1.2 Application and qualifications

The dry docking scheme will be as indicated in Figure 1, based on the ship's age when entering the program. For ships already in service, the extended dry docking scheme may be implemented at any time up until a ship reaches 10 years of age. When the ship reaches 15 years of age, continuation of the scheme will be specially considered.

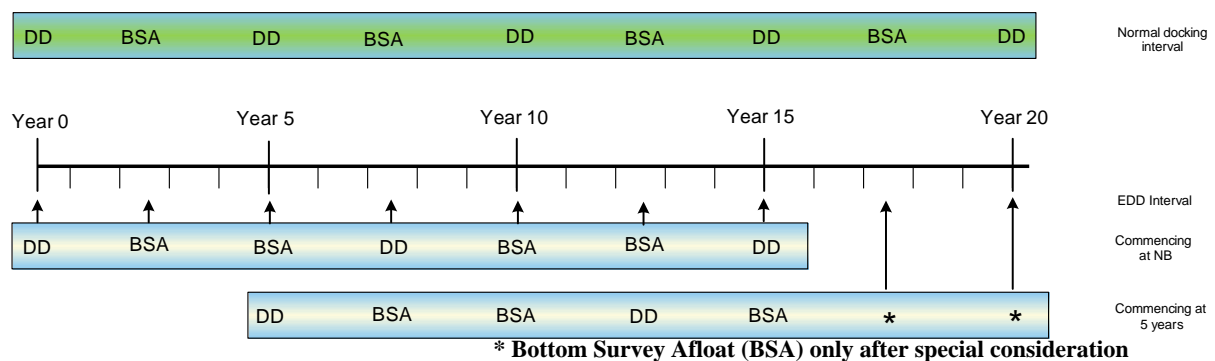


Figure 1-1
Dry Docking Scheme

Prior to entering the scheme, a written acceptance from the Flag Administration shall be obtained.

It is the Owners' responsibility to carry out all periodical surveys when due, as given in DNV Rules Pt.7, Ch.1.

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

- passenger vessels
- ships subject to Enhanced Survey Program
- ships fitted with propulsion thrusters, unless Machinery Condition Monitoring is implemented
- ships where the propeller connection is by means of a keyed taper.

2. Requirements

Ships on the extended dry docking interval scheme shall satisfy the requirements given in this chapter. The compliance with the requirements shall be verified before the ship enters the scheme.

- The ship shall comply with the in-water survey provisions in accordance with DNV Rules for **BIS** notation, ships built for in-water survey of the ship's bottom and related items.
- Means, such as hinged gratings, shall be provided on all sea chests to allow divers access for examination of the external sides of through hull connections and sea valves.
- Arrangement allowing for fully or partly opening up of all sea valves, including scuppers, sanitary discharges and box coolers every five years (alternate bottom survey).
- Means shall be provided for in-water examination of locking arrangement of nut for rudder pintle and rudder stock, as applicable.
- The shafting arrangement shall fulfil requirements for **TMON** – Tailshaft Condition Monitoring Survey Arrangement.
- Lub oil analyses from auxiliary thrusters shall be provided at every bottom survey, alternatively auxiliary thrusters shall be arranged for inspection from inside the hull without opening up from the sea side.

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- Protective coating in double bottom/ double side ballast tanks below the deepest load waterline shall be maintained in GOOD condition.

Equivalent arrangements to the above may be considered.

3. Bottom Survey Afloat (BSA)

As part of the BSA, internal examination of hull plating and adjacent structure shall be carried out, including required thickness measurements. Assessment of coating condition in double bottom and double side water ballast tanks shall be carried out.

The BSA shall provide the information normally obtained from a docking survey.

A proposal for an BSA survey plan shall be submitted to DNV for review in advance of the survey, points to consider shall include:

- 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 and sanitary valves and, when applicable, arrangement for complete examination ('opening up') of box coolers, sea and sanitary valves.
- Results of inspections by the Owner's personnel of double bottom/double side ballast tanks (during the last 3 years) 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 BSA, a survey planning meeting is to be held between the attending surveyor(s), the owner's representative, the diving company and the master of the ship for the purpose to ascertain 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.

The BSA shall be approved by the Surveyor.

4. Survey findings

If the BSA reveals damage, deterioration or other conditions that require early attention, the surveyor may require that the ship is dry docked so that a detailed survey can be undertaken and the necessary repairs carried out.

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

5. Application Procedure

Owners/Managers that would like to have their ship(s) considered for the EDD interval scheme, shall apply to DNV in writing confirming and describing compliance with the requirements and conditions specified in this document.

Prior to entering the scheme, a written approval from the Flag Administration shall be obtained. DNV may assist in forwarding the application to the Flag Administration.

DNV will upon review of the submitted documentation and the ship survey records, confirm current condition of the hull and machinery and decide upon acceptance into the scheme.

For vessels accepted into the scheme a Memo to Owner (MO) will be issued.

6. Termination of the Scheme

The Extended Dry Docking Scheme will be terminated in case of change of vessel's Owner, management or Flag, or if the requirements given in Sec.2 are no longer complied with.

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 as soon as possible.

Appendix A

Recommendations to the Owner

Prior to entering the scheme, the following is recommended to be considered by the Owner in order to avoid unscheduled dry docking:

- Hull maintenance scheme to be implemented and maintained.
- The hull external coating and anti-fouling system is recommended to be maintained in GOOD condition throughout the extended docking interval.
- It is recommended to have a systematic polishing interval of propeller.
- Means to open up all (fully or partly) scuppers, sea and sanitary valves to be available during alternate bottom surveys. Means to allow for thorough examination of box coolers to be provided.
- It is recommended to consider the possibility to change or service essential equipment normally serviced during dry dockings while the ship is afloat including, but not limited to, speed log, echo sounders, shaft seals and controllable pitch propeller blade seals.
- It is recommended, in case of anodes and cathodic protection, that operator's maintenance regime includes provisions for inspection and replacement of cathodic protection anodes.
- Consider to have condition monitoring of any impressed current cathodic protection system carried out on an annual basis at the time of the Main Class Annual Survey.
- Maintenance intervals of auxiliary thrusters shall be based on maker's recommendations.

In all cases, the design life of components, manufacturers recommended maintenance interval, ship's maintenance system and classification society survey requirements shall not conflict with the extended dry-docking interval.