



South African Maritime Safety Authority

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Marine Notice No. 10 of 2014

Passenger Ships – Inspection of Outside of the Ship’s Bottom for the Issue of a Passenger Ship Safety Certificate.

TO ALL PRINCIPAL OFFICERS, CLASSIFICATION SOCIETIES, REGISTRAR OF SHIPS, SURVEY STAFF, NAVAL ARCHITECTS, SHIP AND BOAT BUILDERS, SHIP AND BOAT OWNERS, AUTHORISED AGENTS, SAFETY OFFICERS, AND OTHER INTERESTED AND AFFECTED PARTIES

Summary

The following marine notice provides policy on the bottom survey requirements of Class I Passenger Ships subject to provisions of the South African Merchant Shipping Act and International Convention for the Safety of Life at Sea (SOLAS) which require annual inspection of ships structure, including the outside of the ship’s bottom as part of the annual Renewal Survey for the issuance of a Passenger Ship Safety Certificate.

- References:
- Merchant Shipping Act, Act 57 of 1951, as amended.
 - International Convention for the Safety of Life at Sea (SOLAS), 1974
 - International Convention for the Safety of Life at Sea (SOLAS) Consolidated edition 2009, as amended.
 - IMO Resolution A.1053(27) - Survey Guidelines under the Harmonised System of Survey and Certification (HSSC), 2011.
 - IMO MSC.1/Circ.1348 – Guidelines for the assessment of technical provisions for the performance of an in-water survey in lieu of bottom inspection in dry-dock to permit one dry-dock examination in any five-year period for passenger ships other than Ro-Ro passenger ships.

INTRODUCTION

The South African Merchant Shipping Act, Section 190(2)(a) and SOLAS I/7(b)(ii) require the annual inspection of passenger ship structures, including the outside of the ship’s bottom, as part of the annual periodical/renewal survey for the issuance of a Passenger Ship Safety Certificate (PSSC). Resolution A.1053(27) further provides as follows:

- Paragraph 5.10.1 - A minimum of two of the inspections of the outside of the ship’s bottom during any five-year period should be conducted in dry-dock. In all cases, the maximum period between any two dry-dock inspections should not exceed 36 months.
- Paragraph 5.10.2 - Where acceptable to the Administration, the minimum number of inspections in dry-dock of the outside of the bottom of a passenger ship (which is not a Ro-Ro passenger ship) in any five-year period may be reduced from two to one. In such cases the interval between consecutive inspections in dry-dock should not exceed 60 months.

This marine notice communicates SAMS SA policy to ship owners, managers and classification societies on the procedures to be followed for application of the above provisions to passenger ships on the South African register.

REQUIREMENTS

1.0 General Procedures

- 1.1 In cases where the conduct of bottom surveys in-water in lieu of dry docking is allowed by this marine notice, irrespective of whether the PSSC is issued by SAMSA or a Classification Society, the owner or manager of the ship shall make a request to perform an in-water survey in lieu of dry-docking directly to the Classification Society (Recognised Organisation) with whom the ship is maintained in class (SAMSA policy is to delegate hull safety construction elements to Recognised Organisations).
- 1.2 The request must contain, as a minimum, the proposed schedule and location when the ship will be available for inspection and a statement in writing from the Master confirming that, to the best of his knowledge, the ship has not sustained any grounding or contact damage since the previous bottom inspection and that nothing unusual has been observed to suspect that any part of the ships bottom or appendages has been damaged.
- 1.3 The classification society shall evaluate the request against the relevant age prescriptions provided in this marine notice and, after considering all pertinent information ie. Classification records, etc and including technical considerations contained in paragraph 5, make a recommendation to SAMSA. If the request is approved, the underwater examination shall be performed according to the Classification Society procedures and guidelines provided in this marine notice to the satisfaction of the attending surveyor.
- 1.4 In cases where the PSSC is issued by the Classification Society, the in-water survey in lieu of bottom survey in dry-dock shall be carried out by a competent surveyor of the Classification Society, within the normal renewal survey window of three (3) months before the PSSC survey due date, up to the due date.
- 1.5 In cases where the PSSC is issued by SAMSA, the in-water survey in lieu of bottom survey in dry-dock shall be carried out, by a competent surveyor of the Classification Society, within the normal renewal survey window of three (3) months before the PSSC survey due date, up to the due date. Reports of results of the in-water survey must subsequently be provided to SAMSA as soon as possible to facilitate completion of the PSSC survey.

2.0 Meaning of “any five year period”

It is noted that paragraph 5.10 of IMO Resolution A.1053 (27) refers to the 5 year validity of the International Load Line Certificate. Harmonisation between the Passenger Ship Safety Certificate and Load Line Certificate is therefore essential.

3.0 Requirements for All Passenger Ships

- 3.1 IMO Resolution A.1053 (27) specifies that minimum of two of the inspections of the outside of the ship’s bottom during any five-year period should be conducted in dry-dock. In all cases, the maximum period between any two dry-dock inspections should not exceed 36 months.
- 3.2 The table below illustrates the inspection regime.

Year	0	1	2	3	4	5
Survey	External bottom survey in dry-dock	In-water survey afloat	In-water survey afloat or External bottom survey in dry-dock	In-water survey afloat or External bottom survey in dry-dock	In-water survey afloat	External bottom survey in dry-dock

- 3.3 The period between bottom surveys in dry-dock may not exceed three (3) years therefore requests for more than two (2) consecutive in-water surveys afloat shall not be considered unless the vessel is less than 15 years of age (See paragraph 4).

4.0 Passenger Ships of Less than 15 years of Age

- 4.1 For passenger ships of less than 15 years of age, other than Ro-Ro passenger ships, SAMSA may consider applications to permit one (1) external bottom survey in dry dock during any five year (60 month) period. Requests for in-water survey in lieu of dry-docking are to be made in accordance with the General Procedures described in paragraph 1.0.
- 4.2 The table below illustrates the inspection regime.

Year	0	1	2	3	4	5
Survey	External bottom survey in dry-dock	In-water survey afloat	In-water survey afloat	In-water survey afloat	In-water survey afloat	External bottom survey in dry-dock

5.0 Technical Considerations

The following technical considerations must be considered as a minimum before approval for an in-water survey can be granted:

- 5.1 Hull Coating and other Hull Protection Systems The hull coating system and other hull protection systems eg. Sacrificial anodes and cathodic protection systems, must be sufficient to perform the functions of corrosion protection and anti-fouling over the anticipated in-water period.
- 5.2 Shafting and Stern Tube Clearances Clearance or wear down measurements are not normally required to be taken in-water provided that records of stern tube lube oil analysis and consumption are maintained and made available for evaluation at the time of survey. If satisfactory records are not available and/or visual inspection indicates an apparent defect, the surveyor may require clearance or wear down records to be taken or the vessel to be dry docked.
- 5.3 Bow Thrusters, Stern Thrusters and Podded Propulsion Units Oil analysis of lubricating oil must be taken to confirm the satisfactory condition of seals.
- 5.4 Rudders Rudder and rudder bearing clearances are not normally required to be measured in-water. If visual inspection indicates an apparent defect, the surveyor may require clearance measurements to be taken or the vessel to be dry docked.
- 5.5 Sea Chests Satisfactory inspection of sea chests must be able to be carried out to confirm the condition of external sides of through-hull connections. The provision of hinged gratings or grating sections may be considered to facilitate this.
- 5.6 Sea Valves Sea valves that are found to require replacement at the in-water survey must be able to be replaced without delay (An external inspection of sea valves in the engine room and other compartments must be carried out as the in-water survey).

In all cases, the design life of components, manufacturers recommended maintenance, company's implemented ship's maintenance system and classification society requirements should not be in conflict with the in-water survey. In the event of such conflict being identified then it must be required that the vessel be dry docked.

6.0 Conditions for In-water Survey

The following conditions are required to be complied with for the conduct of In-water surveys:

- 6.1 The in-water survey must be carried out by a diving company approved by the classification society with which the passenger vessel is maintained in class or a classification society which has a valid recognition agreement with SAMSA.
- 6.2 All safety considerations for the conduct of the in-water survey shall be the responsibility of the vessel and the approved diving company.
- 6.3 The in-water survey must be witnessed by a surveyor of the classification society who must be provided with two-way communications equipment allowing constant communication with the diver conducting the in-water inspection.

- 6.4 The diver conducting the in-water inspection must be equipped with video recording equipment relaying visual recording of the in-water inspection to the surveyor and recording the in-water inspection.
- 6.5 The attending surveyor must be satisfied that the hull marking and mapping, pictorial presentation and water visibility are satisfactory to facilitate an efficient survey.

7.0 Survey Findings and Requirement for Corrective Action

In the event that the in-water survey reveals fouling of the hull bottom to a point where reliable inspection cannot be carried out in-water then either the bottom shall be cleaned in-water or the vessel shall be required to be dry-docked so that the hull can be cleaned and requisite bottom survey carried out.

Note: Hull bottom cleaning of vessels in-water is not normally allowed in South African waters. National legislation eg. National Environmental Management Act, Act № 107 of 1998 and port rules must be considered and requisite permissions obtained prior to bottom cleaning in-water being carried out.

In the event that the in-water survey reveals damage, deterioration or any other conditions that require early attention or can only be assessed reliably out of water, the surveyor may require that the vessel be dry docked in order that a fuller survey be undertaken and the necessary work carried out.

If the condition of the hull and appendages is such that corrosion damage may result affecting the hull integrity and strength before the next planned bottom survey in dry dock then the surveyor may require that the vessel be docked in order that the necessary repair or maintenance work be carried out.

If the fouling of the sea chests is such that cooling water flow to the ship will be affected which may result in mechanical damage to the ships machinery, the surveyor must require that cleaning of the sea chests be carried out in-water (port rules, etc for cleaning to be observed) or require that the vessel be docked in order that the necessary repair or maintenance work be carried out.

8.0 Communication of Results of In-water Surveys of the Ship's Bottom

Reports of the results of in-water surveys must be forwarded to SAMSA as soon as possible after the conduct of the in-water survey. In cases where the PSSC is issued by SAMSA, the results of the in-water survey must be provided to SAMSA prior to completion of the PSSC survey.

CONCLUSION

The marine notice is published in the interests of passenger ship safety and may be reviewed from time to time.

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