

South African Maritime Safety Authority



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MARINE NOTICE NO. 6 OF 2002

TO ALL SHIP OWNERS, MASTERS AND PRINCIPAL OFFICERS

SAMSA POLICY ON HULL AND SHAFT SURVEYS

1 THE REGULATORY REGIME

In terms of the Construction Regulations of 1968, (hereinafter called "regulations"), the hull and propeller shaft surveys have to be carried out regularly as follows:

1.2 HULLS

In terms of Regulations 181 (steel), 182(wooden) and 183(reinforced plastic) of the regulations, all vessels, after a lapse of twelve months, (with the exception of those vessels in possession of a Cargo Ship Safety Construction Certificate), are to be placed in a dry dock or on a slipway for a hull survey.

These last mentioned vessels, [regulation 189(3)(b)], should be dry docked every two years.

1.3 PROPELLER SHAFTS

In terms of regulation 184, the propeller shafts of vessels not in possession of a Cargo Ship Safety Construction Certificate shall be drawn and the propellers removed once every two years for survey, with the exception of vessels fitted with continuous liners or approved glands at the after end, or if manufactured of non-corrosive metal (stainless steel), the survey interval may be extended to three years in the case of a single screw, or two years in the case of twin screw vessels.

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In terms of regulation 139(3)(c), vessels in possession of a Cargo Ship Safety Construction Certificate with screw shafts and tube shafts fitted with continuous liners or running in oil, shall be drawn and surveyed every three years, whereas other screw and tube shafts shall be drawn and surveyed every two years.

2 SAMSA POLICY

Despite the instructions set out in the regulations above, SAMSA is aware that the above mentioned regulatory requirements are not sufficiently flexible, particularly in that they fail to reflect the current norms as practised by the industry.

The following guidance is therefore provided as a means to bridge the gap and reflect a more acceptable approach in order to provide an interim solution until such time as the regulations can be amended.

2.1 General Policy Statement

Owners of vessels may apply in writing to the principal Officer of the survey office concerned, for an extension of the period between dry dockings, or of the time between the drawing of the shaft(s), prior to the survey taking place, or at the very latest on the date of the survey itself. The application should be motivated in every case. (The maximum permissible extensions are reflected in paragraph 3.)

The granting of this extension is at the sole discretion of the attending surveyor and his/her Principal Officer (where appropriate) and should not be construed as a right of the owner, nor should it raise any legal expectations on the part of the owner.

The granting of the extension should be based on observation, investigation (for example, into the condition of internal structures such as tanks and void spaces as well as the condition and type of their protective coatings), and if required, measurements, such as monitoring of hull thicknesses. Extensions should only be granted in those cases where it is clearly reasonable to assume that there will be insignificant deterioration of the hull, fittings or structure during the period of validity of the dry dock certificate.

The fact that proper investigation and observations cannot be carried out retrospectively precludes the owner from applying after the vessel has been put back into the water.

Where an extension has been granted in respect of the period of slipping or docking, the attending surveyor will have to monitor the state of the hull and structure as best he can from inside the vessel during the annual safety survey. This will extend the scope and time needed to be spent on the annual survey for the issuing of the Local General Safety Certificate, which additional time will already have been paid for by way of the double charge that is levied for the two year survey certificate.

Crack testing of the shaft and blueing of the taper to propeller fit, is to be carried out whenever shafts are drawn.

3 PERMISSIBLE EXTENSIONS

3.1 Wooden Vessels

3.1.1 **Hull:** No extensions permitted. Surveys are to be carried out annually.

3.1.2 **Shafts:** Fitted as per normal, with water lubricated bearings and being of stainless steel, will be drawn every three years - except that the surveyor can have it drawn at any time if he feels that such action is indicated.

3.2 GRP Vessels

3.2.1 **Hull:** Surveys are generally carried out annually. However, upon an application from the owner and at the discretion of the Principal Officer and subject to any conditions he may place on the owner, the docking interval of these vessels may be extended to two year intervals.

3.2.2 **Shaft:** Surveys will usually be every three or four years, depending on whether it is for a single or twin screw vessel.

Note: Surveyors will obviously take the condition of the shafts and bearings into consideration before allowing the docking to be biennial, because the intervals may not coincide.

3.3 Steel Vessels

3.3.1 **Hull:** Annual surveys are necessary, however, owners can apply to the Principal Officer for an extension of two years between hull surveys, if supported by the recommendation of the attending surveyor.

Note: As with all exemptions, owners are to make written applications before any extensions can be granted and the application may not be retrospectively applied for.

The application should be accompanied by:

- The Paint Manufacturer's specifications relating to a two year paint schedule.
- A hull thickness record (to be taken to form a basis upon which the state of the hull can be monitored/observed and to be repeated at four yearly intervals unless required sooner by the attending surveyor)
- (1) A record of tank inspections. (Including any spaces not easily inspected)

3.3.2 **Shaft:** Surveys are normally carried out every three years, for stainless steel shafts and every four years in the case of a twin screw vessel.

Vessels on a two year dry dock cycle may have the interval extended to four years.

In very exceptional cases, the interval may be extended to six years where the owner can produce *original and verifiable* evidence of the following:

- (a) An independent analysis of the stern tube lubricating oil. (Annually for four years and at six monthly intervals thereafter.)

- A check of the shaft wear down at each biennial dry docking.
- Logbook evidence of lubrication oil consumption.

NOTE: All submissions for an extension are to be submitted in writing to the Principal Officer, who will in consultation with the attending surveyors decide on the relative merit of each case. (It is also important that the six year extension on the shaft be applied for *before* the surveyor attends the ship in the dock.)

3.4 Further Extensions

Further extensions, in excess of those mentioned above are possible but are only to be considered in the most deserving of situations.

In every case, there are to be compelling reasons submitted by the owner, readily kept on file, and in any case the certificate should not be extended, or another issued without a survey being carried out to support the further extension.

If the extension is for a month, then a partial survey will suffice, but if the period is to be extended for longer than a month, a full survey must be booked and carried out by a SAMSA surveyor.

An underwater survey, with a report from the divers, to the satisfaction of the Principal Officer, will then replace the surveyors' report on the underwater parts, but the inspection should be extended to any and all such parts that the Principal Officer and attending surveyor may deem necessary before either issuing the appropriate certificate, or extending the original for a period of more than a month.

4 CLASSIFICATION SOCIETIES

Vessels under Classification Society survey may, upon application, be exempted from the Hull, Hull fittings and Shaft survey sections of the SAMSA survey schedule - as long as they remain in class.

The application for the exemption from the owner should contain sufficient information and evidence that the survey of the hull and structure has been successfully carried out, to enable the Principal Officer to issue a Local Safety Exemption from being dry docked or slipped.

The fee to be raised for the exemption is to be based on either the time spent on the consideration if it is not successful, or where it is granted, the full survey fee that is lost to SAMSA.

If there is doubt in the mind of the Principal Officer, or the information required by him/her is not forthcoming, he/she must insist on surveying the hull, or any other part of the vessel, as he/she might deem appropriate, before issuing any certification.



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ACTING CHIEF EXECUTIVE OFFICER