



TECHNICAL CIRCULAR No. 631 of 5th June 2020

To	All Surveyors/Auditors
Applicable to flag	All Flags
Title	Drydocking
Reference	CONARINA - Instructions

Drydocking

Term “First Scheduled Drydocking”

The term “first scheduled drydocking” is used in many retroactive SOLAS requirements. In this regard, an underwater inspection in lieu of dry dock (UWILD) is NOT considered to be a “scheduled dry-dock” as referenced in these regulations. Therefore, the first scheduled drydocking for the purpose of complying with SOLAS regulations is the first scheduled drydock out of water. Further, country specific interpretation/requirement is to be complied with (e.g. USA).

Interval

Drydocking are to be carried out within the Special Survey window of 15 months and Intermediate Survey window of 18 months. The Owner will have the option to move within the windows. In all cases the interval between any two Drydocking Surveys is not to exceed 36 months for vessels in salt-water service, and 5 years for vessels in freshwater service.

UWILD Authorization

SOLAS refers only to an examination of the ship’s bottom which may be accomplished by a UWILD. Refer to the applicable Flag instruction to determine whether authorization is required. The following must be verified to grant a UWILD authorization:

- Verify the applicable Rules allow a UWILD.
- Examine the items that require repair prior to crediting the UWILD, such as temporary repairs to shell plate or damage which is required to be examined out of water.

A UWILD will generally not be available for Drydocking Surveys concurrent with the Special Survey of Hull.

If statutory amendments are to be complied with at a future drydocking, then the Flag Administration shall be contacted for their authorization to carry out a UWILD, provided the next out-of-water drydocking after the UWILD will occur after the required implementation date.

*Customer Service Center
5201 Blue Lagoon Drive, 9TH. Floor,
Miami, Fl., 33126
Tel: 1 (305) 716 4116,
Fax: 1 (305) 716 4117,
E-Mail:*

joel@conarinagroup.com

*Technical Head Office
7111 Dekadine Ct.
Spring, Tx., 77379
Tel: 1 (832) 451 0185,
1 (713) 204 6380*

E-Mail: valbozen@hotmail.com

UWILD Request with Prior Grounding

If a Finding against the vessel's Drydocking Survey or a facility comment exists from a Grounding Damage Survey carried out afloat, the request for a UWILD will be specially considered. In the case of a Condition of Class, the UWILD instructions to the attending Surveyor shall include requirements to pay particular attention to the bottom shell plating in way of the reported grounding areas and for an internal examination of affected ballast tanks and void spaces as considered necessary.

Should the UWILD be granted, then the following actions are to be taken:

The existing Condition of Class for examination at the next drydocking survey should be superseded upon satisfactory completion of the UWILD by a new Condition of Class requiring

- that the vessel's underwater parts are to be re-examined at the next Drydocking Survey as result of the reported grounding incident.
- In the case of an Additional Requirement or a facility comment, where the original Grounding Damage Survey did not reveal any damages other than paint removal, the Surveyor may defer re-inspection until the next drydocking.

UWILD Surveys

CONARINA will consider an underwater inspection in lieu of drydocking (UWILD) as an alternative to drydocking for all vessels, provided that the underwater body, propeller and rudder are free of major damages.

Any survey item not completed in accordance with the UWILD requirements (such as examination of sea chests, confirmation of rudder securing devices, etc.) will result in the UWILD survey not being credited until these items are completed. When the rudder bearing clearances and/or wear down of oil lubricated stern bearings are not taken, the attending Surveyor shall report the reason for not taking the measurements as a "Statement/Observation" in the survey report.

If identifying or locating marks are not provided on the vessel's hull, the Surveyor must describe in their report the means used to identify structural features in photographs and to ensure all required areas of the underwater body were examined. The in-water survey company carrying out the UWILD must be approved by CONARINA and CONARINA Surveyor must attend at all times during the in-water examination of the underwater body.

The Owners may use different survey methods, NDT methods or video/photos and are not restrictive in order to allow for special circumstances. Examples of different alternative arrangements are as follows:

- a. Use of Remotely Operated Vehicles (ROV) in lieu of divers.
- b. Use of still photos in lieu of video where the situation warrants a waiver of this requirement.
- c. Partial cleaning of the external surfaces where a "meaningful examination" is carried out on internal spaces.

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The Surveyor must be satisfied that the visibility is suitable to allow a meaningful examination of the underwater body of the vessel. If the Surveyor has any doubt, then the UWILD should be terminated immediately.

Upon completion of the UWILD, the in-water survey company is to submit to the surveyor, in addition to the photographic or video documentation, a report describing and attesting to the conditions found. The report is to be reviewed by the surveyor for content accuracy to what has been witnessed during the in-water survey onboard.

Grounding Damage

Damages, excessive pintle clearances, or excessive shaft clearances automatically cancel eligibility for UWILD and the attending Owner's representatives are to be immediately made aware of this lack of eligibility. If the attending Surveyor considers the conditions suitable for temporary continued service (i.e., an extension of Drydocking Survey), he can recommend an appropriate period of time to allow the Owner to arrange for a dry-dock.

All requests granted by the ACS office are subject to the attending Surveyor's recommendation to credit the survey.

In cases where an Owner is not satisfied with the results of an UWILD, the Owner can request a re-survey.

REFERENCES:

- CONARINA – Instructions. Courtesy of ABS.
- ATTACHMENTS: No

Kindest Regards,

Val Bozenovici
Naval Architect – Conarina Technical Director

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