

**GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING  
DIRECTORATE GENERAL OF SHIPPING  
“BETA BUILDING”, 9<sup>th</sup> FLOOR  
I-THINK TECHNO CAMPUS  
KANJUR VILLAGE ROAD  
KANJUR MARG (EAST)  
MUMBAI – 400 042**

## **Merchant Shipping Notice No. 23 of 2013**

No: ENG/Misc-29(1)/2009	Dated: 1 <sup>st</sup> October 2013
<p style="text-align: center;"><b>Subject:</b> <b>Procedure for the Survey and Certification of Indian Passenger Ships, operating exclusively in the coast of India, including those ships falling under the category of Special Trade Passenger (STP) ships.</b></p>	
<p><b>1. General:</b></p> <p><b>1.1</b> The Survey Guidelines from the IMO under the Harmonized System of Survey and Certification (resolution A.1053 (27)) read along with MSC,1/Circ.1348, currently specify that inspection of a passenger ship's bottom, as required by SOLAS regulation I/7, should be carried out annually, with two inspections in dry-dock in any five-year period. Further, it provides that 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 shall not exceed 60 months.</p> <p><b>1.2</b> It is recognized that technological advances have been made in regard to corrosion resistant materials, quality, endurance and effectiveness of hull coatings, repair in water by means of protected environment such as temporary cofferdam, implementation of effective five-year maintenance regimes and also the effectiveness of in-water survey (IWS) technology overall.</p> <p><b>2. Purpose:</b></p> <p><b>2.1</b> As per the existing provisions of rule 170 of Merchant Shipping (Construction and Survey of Passenger Ships) Rules, 1981, a passenger ship has to</p>	

be examined in dry-dock at the time of each renewal (periodical) survey as against the requirement, of inspection of the outside of the ships bottom under SOLAS provisions. However, this Directorate has been in receipt of several representations, particularly from the Andaman Nicobar and Union Territory of Lakshadweep Administrations, for the harmonization of Classification and Statutory requirements for the dry-docking of passenger ships, taking into consideration the survey guidelines of IMO Assembly Resolution A.997(25) as amended.

2.2 Taking the above into consideration and the practice being followed by other maritime administrations, the Chief Surveyor with the Government of India, promulgates this new streamlined procedure for the Survey & Certification of Indian Passenger ships, including for the dry-dock surveys of such ships exclusively operating in the coast of India.

### 3. Reference:

No.	Reference
1	Merchant Shipping Act 1958 as amended and the Merchant Shipping Rules framed there-under, as applicable.
2	IMO Resolution A.1053 (27)- Survey Guidelines under the Harmonized System of Survey and Certification, 2011.
3	IMO-MSC.1/Circ.1348- Guidelines for the in-water survey in lieu of bottom inspection in dry-dock for passenger ships other than ro-ro passenger ships.

### 4. Applicability

This guideline applies to all Indian passenger ships operating exclusively in the coast of India, including those ships falling under the category of Special Trade Passenger .(STP) ships and supersedes the Merchant Shipping Notice No.14 of 2001.

### 5. Harmonization of Surveys;

5.1 In accordance with paragraph 5.7 of IMO Resolution A.1053 (27), "any five year period" relates to the period of validity of the Cargo Ship Safety Construction or Cargo Ship Safety certificates. Since Cargo Ship Safety Construction certification is not applicable to passenger ships, the "any five year period" with regard to the Passenger ships referred to in this circular shall be the "five-year period" of validity of the International Load Line Certificate.

5.2 The anniversary date of all statutory certificates of a Passenger ship, except certificate "B", hereinafter, should be aligned with the 'anniversary date' of the International Load Line Certificate as the case may be, while adhering to provisions of para. 7.6 below. For existing certificates, this alignment may be ensured during the renewal survey of the concerned certificate carried out after the issuance of this circular. The allowable window period for the Passenger Ship Safety Certificate or the Certificate "A" renewal survey shall be the 3 months before the expiry date of the certificate.

**6. Running Surveys:**

6.1 In accordance with Rule 179 of the Merchant Shipping (Construction and Survey of Passenger Ships) Rules, 1981, the hull and machinery of any ship need to be surveyed on the "running survey" principle, and may be opened up and surveyed within the period specified in Rule 171 to 178, so that full survey of the ship is completed within the period required by these rules. For this purpose, a proper schedule of running surveys needs to be drawn up by the ship-owner and approved by the Director General of Shipping.

6.2 It is recognized that all these ships are classed with a Recognized Organization (RO), who shall also draw-up similar schedule for the periodical survey of these items under the 'Continuous Survey of Hull & Machineries' (CSH & M) scheme in a five year cycle.

6.3 In order to streamline the process of 'running surveys' and to avoid duplication of surveys, the inspection periodicity and the survey cycle of the hull and machinery items required under para 6.1 hereinafter shall be deemed to be aligned with the 5-yr survey cycle of CSH & M drawn up by the respective RO and the periodical status of survey published by the RO shall be the basis of such survey requirements.

6.4 For the purpose of issuance of certificate "A" or the 'Certificate of Survey' for a passenger ship, the owners shall submit the survey plan drawn up as above to the concerned Mercantile Marine Department (MMD) at the commencement of the respective annual cycle, who will- then specify the items which may require

personal attendance of the Administration surveyor. The owner shall facilitate the attendance of the surveyor(s) of the administration in such cases. However, all other items surveyed and authenticated by the surveyors of the respective RO may be credited for the purpose of the 'running survey' as per Rule 179 of the Merchant Shipping (Construction and Survey of Passenger Ships) Rules, 1981,' provided the Principal Officer is satisfied with the same. The overall responsibility for confirming the effective implementation of the "running survey" regime, however, lies with the concerned Principal Officer who issues the applicable Passenger Ship Safety Certificate /'A' certificate to the vessel.

6.5 It may please be noted that majority of the items falling under the CSH & M do not require dry-docking of the vessel and the ship-owners are therefore urged to judiciously plan and execute the surveys of CSH & M items in a phased manner within the window period specified in the 'survey status', to avoid accumulation of such pending items during the dry-dock surveys causing undue delay for the completion of the periodical certification of the vessel.

#### **7. Frequency of Dry-dock Surveys:**

7.1 Any passenger ship, other than ro-ro passenger ship, of **less than 15 years of age**, shall undergo a minimum of **one** of the inspections of the outside of the ship's bottom during any five-year period in **dry dock**. In all such cases, the maximum interval between any two dry-dock bottom inspections should not exceed 60 months.

7.2 Any passenger ship, other than ro-ro passenger ship, of **above 15 years of age but less than 30 yrs of age**, shall undergo a minimum of **two** of the inspections of the outside of the ship's bottom during any five year period in **dry-dock**. In all such cases, the maximum interval between any two dry dock bottom inspections should not exceed 36 months.

7.3 Any passenger ship, other than ro-ro passenger ship, of **above 30 years of age**, shall undergo the inspection of the outside of the ship's bottom in drydock during every **alternate** Annual Passenger ship Survey (APS).

7.4 Inspections of the ship's bottom required for the renewal survey that are not conducted in dry-dock may be carried out with the ship afloat through an effective CCTV underwater examination. In all such cases, along with CCTV under-water inspection, a General Inspection (GI) of the vessel, with

particular emphasis on the structural fitness of the vessel, covering the accessible internal areas as far as practically possible, may be undertaken by the RO and MMD.

7.5 The bottom inspection, regardless of the method, should be carried out within the allowable window period for the Passenger Ship Safety Certificate or Certificate "A" renewal survey (i.e., within the 3 months window before the expiry date of the certificate), as the case may be.

7.6 In any case, a bottom inspection in dry-dock is to be carried out during the 15 month window period from the fourth annual survey, to the renewal survey of the International Loadline Certificate.

**8. Conditions for In-water Survey in lieu of Dry-dock:**

8.1 In-water survey in lieu of dry-docking is permitted only for ships which fully meet the conditions of MSC.1/Circ.1348 and assigned with suitable In-water survey (IWS) notation or equivalent, by the concerned Recognised Organization.

8.2 Inspections of the outside of the ship's bottom conducted afloat should only be carried out through an under-water surveying agency approved for the purpose by the respective RO and when the conditions are satisfactory and proper equipment and suitably qualified staff is available.

8.3 The concerned RO shall review the ship survey records to confirm that the current condition of hull and machinery and the hull protection system is suitable to accomplish the IWS in accordance with the recommendations specified in MSC.1/Circ.1348. There shall not be any overdue Condition of Class, Recommendation, or similar note relating to a defect in any part of the ship's structure or the ship's bottom, particularly those below the water line.

8.4 In all such cases, where the owner opts for In-water survey in lieu of dry docking, the Master of the vessel shall confirm in writing that the vessel has not sustained any grounding or contact damage and that nothing unusual has been observed to suspect that any part of the ship's bottom or protuberances has been damaged or breached ,in any manner, since the previous bottom inspection.

8.5 A basic requirement for consideration to allow in-water survey in-lieu of drydock is that a comprehensive maintenance regime based upon a five-year cycle as mentioned under para.6 is effectively implemented by the company for the relevant items. In particular, the relevant maintenance considerations as indicated in para, 5

of MSC.1/Circ.1348 must be taken into account by the owner, the Recognized Organization, and the Administration as the case may be.

8.6 In all such cases, the design life of components, manufacturer's recommended maintenance, company's implemented ship's maintenance system and classification society survey requirements should not be in conflict with the bottom inspection of passenger ships when the inspection is intended to be carried out through IWS in-lieu of dry-dock.

8.7 The in-water inspection is to be performed under the direct supervision and to the satisfaction of the attending Recognized Organization surveyor(s) and shall include video recording of the ship's hull by the diver.

8.8 The Principal Officer of the Mercantile Marine Department who is intending to issue the Passenger Ship Safety Certificate or Certificate "A", to the vessel shall over-see the in-water survey through nominated surveyor (s) and may accept the same in-lieu of dry-dock surveys for the purpose of issuance of the respective certificate(s), subject to his satisfaction with regard to the in-water survey effectiveness and its results.

#### **9. Validity of Passenger ship Certificate:**

9.1 The validity of Passenger ship certificates are governed by the Merchant Shipping Act 1958 as amended, read along with the MS (Construction and Survey of Passenger ships) Rules 1982, rule 181 (2) of which states that the 'Declaration of Survey' for the issuance of Certificate "A" for the passenger ships shall not exceed 12 months from the date of last inspection of the hull and fittings of such ship in a dry-dock. However, SOLAS 74, Chapter I, Reg.14 clarifies that such certificate shall be valid for a period not exceeding twelve months from the date of expiry of the existing certificate, even when the surveys are completed within three months of the expiry of the such certificate. Thus it is evident that judicious planning from the ship owner shall not deprive them of any benefits with respect to the validity of such certificates,

9.2 It is, however, observed that many ship-owners are not able to complete the dry-dock surveys of passenger ships before the expiry of certificate, reportedly due to the lack of sufficient infrastructure, particularly in remote places like the Andaman & Nicobar islands. Taking account of this and the inconvenience being caused to the passengers due to the shortage of sufficient number of passenger ships to such places, this

Directorate promulgates the following streamlined procedures for the certification of Indian passenger ships exclusively operating in the coast of India, including those falling under the category of 'Special Trade (STP) Passenger ships:-

9.3 Certificate "A" & Certificate of Survey for Indian passenger ships shall have maximum validity of 12 months from the anniversary date, which shall be aligned with the anniversary date of the International Load Line certificate. In cases where the dry-docking or In-water survey of the vessel is not falling due during the window period of the certificate, the certificate may still be renewed for maximum period of twelve months, aligning with the anniversary date of the International Load Line certificate, provided that all the items of the hull and machinery under the respective cycle of 'running survey' as per rule 179 of the MS (Construction and Survey of Passenger ships) Rules 1982, except those requiring dry-docking, has been satisfactorily surveyed prior to the issuance of the certificate. The certificate shall have a clear mention of the next due date of the dry-dock / In-water survey and shall cease to be

9.4 Further , the Certificate "A" & Certificate of Survey for Indian Special Trade Passenger (STP) ships operating **exclusively in the coast of India** may be issued for a maximum period of **twelve months** from the date of last inspection of the hull and fittings of such ship in a dry-dock (**date of un-docking survey**), under **special circumstances**, by the concerned Principal Officer. The special circumstances in this case are where the ship has been laid-up or has been out of service for a considerable period because of a major repair or modification, but does not include any previous extension granted to the certificate. *However, no extension to the Certificate 'A' or Certificate of Survey for STP ships, further to the twelve months from the date of undocking survey, shall be permitted in such cases and the validity of the certificate shall be brought in alignment with the 'anniversary date' of the Load .line certificate by the next scheduled Annual Passenger Ship Survey (APS).*

To,

1. The Principal Officer, Mercantile Marine Department, Mumbai/Kolkata/Chennai/Kandla/Cochin.
2. The Surveyor-in-charge, Mercantile Marine Department, Goa/ Jamnagar/ Port Blair /Visakhapatnam /Tuticorin /Delhi /Haldia/ Paradip /Mangalore.

3. All Recognized Organizations.
4. Indian National Shippers Association (INSA), Mumbai.
5. All Shipping Companies
6. CS/NA/CSS/Jt.DG
7. Hindi Cell.
8. Guard file
9. Computer Cell