



MARINE GUIDANCE NOTE

MGN 672(M) Extended Dry-Docking

Notice to all shipowners, masters and UK Recognised Organisations.

This notice should be read in conjunction with The Merchant Shipping (Survey and Certification) Regulations 2015, Merchant Shipping Notice 1672 (M+F) (as amended), Merchant Shipping Notice 1751(M+F) (as amended) and Marine Guidance Note 546 (M) (as amended).

1. Summary

1.1 After a controlled trial phase, MCA have formalised Extended Dry-Docking (EDD) to allow qualifying UK vessels to dry dock once in seven-and-a-half-year period rather than twice during the regular five-year period if they meet the provisions and conditions described in this MGN permitting two consecutive In-Water Surveys (IWS). This is referred to as Extended Dry-Docking (EDD) and will allow UK vessels to be exempted from the requirement to have two out of the water bottom inspections during a five-year period.

1.2 This MGN is subject to the approval of the Classification Society (IACS members) following its own EDD requirements, IACS Recommendation No. 133 (Guidelines for Pilot Schemes of Extended Interval between Surveys in Dry-Dock - Extended Dry-docking (EDD) Scheme), successful endorsement of (MSF 1139 and MSF 6570) Extended Dry-Docking Certificate of Entry, and exemption by the MCA.

2. Introduction/Background

2.1 After the conclusion of a controlled trial phase, MCA is formally introducing Extended Dry-Docking to a wider audience where eligible ships that qualify may benefit from paint system and technology advancements and allowances.

3. Regulatory Requirement

3.1 For cargo ships, SOLAS 74/78 as amended, Chapter I Regulation 10(a)(v), requires a minimum of two inspections of the outside of the ship's bottom during any five-year period,

except where Chapter I Regulation 14(e) or (f) is applicable; there is no explicit requirement that the two inspections of the outside of the ship's bottom must be performed while the vessel is in dry-dock other than for the exceptions stated in section 3.3.

3.2 Regulation 9(1)(e) of the Merchant Shipping (Survey and Certification) Regulations 2015 (SI 2015/508) implements the SOLAS requirement but requires cargo ships to have their two inspections of the ship's bottom take place out of the water within any five-year period and at intervals not exceeding 36 months.

3.3 Other than in the Merchant Shipping (Survey and Certification) Regulations 2015 and the exceptions stated in this section, there are no specific requirements for the inspection of the outside of the ship's bottom to be conducted with the vessel in dry-dock. IMO Resolution A.1186(3) para 4.6.2.2, referring to bottom inspection for bulk carriers and oil tankers, which are excluded from the scope of this guidance Resolution A.1186(33) as amended Harmonised System of Survey and Certification (HSSC) 2023). A vessel becomes ineligible upon turning 15 years of age.

4. Extended Dry-Docking

4.1 EDD allows an eligible ship to be dry docked once in a seven and a half year period (90 months), up to ship's age of 15 years from ship's date of built, rather than twice during the regular five-year period as described in section 3.1, provided two consecutive alternate IWS following MGN 546(M) are satisfactorily conducted during the intervening period.

4.2 EDD will operate based upon the ship's age when entering. For ships already in service, EDD may be implemented at any time until a ship reaches 10 years of age from date of build.

4.3 EDD is subject to amendment in conjunction with the update to the Survey and Certification Regulations 2015 due in 2027, upon which this MGN will be reviewed.

5. Extended Dry-Docking Eligible Vessels

5.1 The following self-propelled internationally trading vessels, of 500GT or more, are eligible for consideration:

- (a) Dedicated container carriers;
- (b) LNG Tankers;
- (c) LPG carriers;
- (d) Ro-Ro cargo ships;
- (e) Refrigerated cargo ships;
- (f) Dedicated wood chip carriers;
- (g) Dedicated cement carriers;
- (h) Livestock carriers;
- (i) Deck cargo ships (vessels designed to carry cargo exclusively above deck without any access for cargo below deck);

- (j) General dry cargo ships of double-side skin construction, with double-side skin extending for the length of the cargo area, and for the height of the cargo hold to the upper deck; and
- (k) MODUs.

5.2 Vessels meeting any of the below criteria will not be considered:

- (a) vessels to which Enhanced Survey Programme (ESP) applies;
- (b) vessels engaged on short sea voyages e.g. feeder vessels;
- (c) vessels 10 years of age or older (from date of build);
- (d) vessels fitted with propulsion thrusters;
- (e) vessels with ice notation;
- (f) high-speed craft;
- (g) vessels where the propeller connection to the shaft is by means of a keyed taper;
- (h) all passenger ships including Ro-Ro Passenger Ships.

6. Extended Dry-Docking Entry Requirements

6.1 The following items are the entry requirements of a vessel wishing to utilise EDD:

- a) Class notation equivalent to EDD and IWS/UWIL.
- b) Eligible vessel type (see section 5).
- c) Vessel is on the following RO-approved systems or equivalent:
 - i. Hull Planned Maintenance
 - ii. Machinery Planned Maintenance
 - iii. Screwshaft Condition Monitoring
 - iv. Continuous Survey Cycle (Hull and Machinery)
- d) The vessel has a high-quality hull paint coating (suitable specification for the marine environment; designed and type approved for 7.5 year service) applied.
- e) Vessel operated by the applying Company from new; where this is not met, cases will be reviewed on individual merit where it can be evidenced that the previous company management system was acceptable to MCA.
- f) Company performance of MEDIUM or HIGH under the relevant Port State Control MoU or USCG and performance acceptable to MCA.

- g) UK Fleet Risk Matrix (introduced with the MCA Enhanced Authorisation Safety System (EASS)) designation for Company and vessel below RAISED. (Note: EASS matrix is used for every EDD ship and Company regardless of whether entered onto EASS).
- h) Vessel has been classed with a UK authorised RO from build and is currently classed with a UK authorised RO.
- i) Rudder pintle bearing/bush and tailshaft clearances can be taken afloat unless oil/grease lubricated bearings are fitted and an exemption is sought during initial application for EDD entry.
- j) Sea connections accessible when afloat and able to be examined during IWS (e.g. provision of external blanking pieces).
- k) Stub connections (for sea connections) can be easily examined from inside the ship at IWS and for thickness measurements.
- l) Hull sensors such as echo-sounder, doppler-log, speed log (propeller speed log or backpressure speed log), seawater temperature gauges, electronic draught reading, etc should be accessible for maintenance with the ship in the water. Consideration will be given for the provision of duplication of equipment for echo sounders and speed logs as an alternative.
- m) Means of access for examination of sea chests, sea valves and box coolers for IWS is provided.
- n) Maintenance on thrusters and stabilisers to be possible afloat.
- o) Planned Management System includes provisions for maintaining the draft marks, load line marks, all other required hull markings and repairing the anti-fouling system as required.
- p) Planned Maintenance System contains the specific requirement for maintenance and exercising of speed log and echo sounder sea valves.
- q) Impressed cathodic protection system fitted, or provisions made for renewal of external hull sacrificial anodes in the afloat condition.
- r) Protective coating in double bottom/double side ballast tanks, void spaces and all other spaces adjacent to the shell are in GOOD condition.

6.2 Vessels detained within the previous five years will be specially considered.

7. Extended Dry-Docking Entry Review or Withdrawal

7.1 The MCA will regularly review the status of vessels and Companies enrolled on EDD.

7.2 Prior to each IWS, the planning document contained in Annex 1 is required to be submitted to the MCA CSM and hqsurvey@mcga.gov.uk.

7.3 At every IWS, MSF 6571 "Extended Dry Docking Company Annual Survey Declaration" is to be completed by the Company Official, and MSF 6572 "Extended Dry Docking Recognised Organisation In Water Declaration" by the Recognised Organisation, and returned to the MCA CSM and hqsurvey@mcga.gov.uk.

7.4 At each IWS the MCA will undertake a review of the vessel and Company performance since the last IWS and review IWS and Class Status reports.

7.5 If any of the below criteria are met, this review may potentially result in the vessel or Company being withdrawn from EDD:

- (a) Company risk profile according to the relevant MoU or USCG changes from HIGH to MEDIUM or MEDIUM to LOW (or equivalent), and/or becomes RAISED or greater on the MCA Fleet Risk Matrix.
- (b) MCA not informed at least 3 months in advance of dry docking and not provided with the opportunity to attend.
- (c) Vessel is detained.
- (d) Survey/Inspection findings relating to ship structural condition are raised.
- (e) In the event of grounding/contact or any other bottom damage or casualty.
- (f) Coating condition in double bottom/double side ballast tanks, void spaces and dry spaces are found in less than good condition.
- (g) Conditions of Class relevant to the condition of the hull are imposed.
- (h) Vessel does not maintain, or withdraws from, any of the required monitoring notations and/or IWS/EDD (or equivalent) notation.
- (i) Evidence of vessel grounding during IWS with no notification made.
- (j) MCA External Monitoring have found significant failings of any element that affects EDD continuation with the RO or vessel.
- (k) Upon issue of a major non-conformity to the Company or vessel.
- (l) Upon ISM related PSC findings.
- (m) IWS reveals damage, deterioration or other conditions that require early attention.
- (n) Any other circumstances arise which affect the condition of the hull.

7.6 Except as per the conditions in section 7.5, withdrawal from EDD in accordance with the above will be notified by the MCA in writing.

7.7 The Exemption and EDD certificate are deemed invalid, subject to immediate withdrawal if any of the following occur:

- (a) vessels upon reaching 15 years;
- (b) vessel no longer holds EDD/IWS or equivalent Class notation;
- (c) vessel obtains ice notation;
- (d) vessel changes RO and/or Operating Company;
- (e) failure to adhere to the agreed IWS programme without prior agreement by MCA.

8. Extended Dry-Docking - General

8.1 The dry-docking survey required for the special survey at 15 years of age shall be carried out in a dry-dock. All ships enrolled into EDD will be disenrolled once the vessel reaches 15 years of age.

8.2 EDD does not affect the periodicity of the vessel's special/renewal survey, machinery surveys and statutory surveys.

8.3 If the vessel is withdrawn for any reason from the EDD, the vessel will revert to the bottom inspection periodicity as required by SOLAS and the Merchant Shipping (Survey and Certification) Regulations 2015.

8.4 There is no possibility of deferring any IWS past the required due date and no extension is possible on the 7.5 year dry docking as a flexible period has already been incorporated into this range.

8.5 If the IWS reveals damage, deterioration or other conditions that require early attention, the RO or MCA may require that the vessel be dry-docked in order that a detailed survey can be undertaken, and necessary repairs carried out.

8.6 If a vessel dry docks for any purpose, the RO must be contacted to allow an examination to take place and MCA CSM and Survey Operations informed (hqsurvey@mcga.gov.uk).

8.7 In the event of grounding/contact or any other bottom damage, MCA CSM and Survey Operations must be informed and will determine if MCA attendance is required.

8.8 MCA will periodically review the conditions and requirements for EDD, considering the status and performance reports for the vessels entered.

9. Application Process & Documentation

9.1 Applications for entry into EDD are to be completed on MSF 6570 - Request for Entry onto Extended Dry-Docking, which can be obtained on mcga.gov.uk or through your Customer Service Manager (CSM).

9.2 The request for entry will be completed by the RO and Company, being submitted directly to MCA Survey Operations (hqsurvey@mcga.gov.uk) or through their MCA CSM where applicable, with the required supporting documentation. The application form must be completed for each vessel being considered.

9.3 Upon successful application, an Extended Dry-Docking Certificate of Entry (MSF 1142) and UK Exemption will be issued by MCA Survey Operations.

9.4 Vessels already enrolled on the trial EDD with a letter from the MCA, will have their letter replaced with a Certificate at the next IWS.

9.5 The fees for all applications and services provided in relation to this voluntary scheme are charged under the Merchant Shipping (Fees) Regulations 2018.

10. More information

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