



Bundesrepublik Deutschland  
BG Verkehr - Dienststelle Schiffssicherheit



## Flag State Information

### FI S/001/SC/2020/Rev. 0a

supersedes FI 09/2018/Rev. 02

**E**

This document is published by the Ship Safety Division of BG Verkehr as part of the German Flag State Administration. The content is intended to provide a uniform interpretation of international and national regulations for sea-going vessels under German flag. Furthermore, additional relevant information on selected topics will be published. The Flag State Information is a document that adapts to practical experience and is therefore continuously developed. The development of new as well as the revision of already existing Flag State Information is done according to the urgency resulting from the daily handling of the corresponding regulations and topics. The period of validity results from the publication.

In any case of doubt, the German version of this FI prevails.

**Unless otherwise specified below, the definitions of the FI S/-/000/2020 in the version valid at the time of completion this FI are applicable.**

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<b>Types of ships:</b>	<b>Cargo Vessel</b>		
<b>Section:</b>	<b>Shipbuilding</b>		
<b>Topic category:</b>	<b>Structural Condition</b>		
<b>Topic:</b>	<b>Surveys to Ensure Structural Integrity</b>		
<b>Interpreted rule:</b>	<b>SOLAS Ch. I Pt. B Reg. 10(a)</b>		
<b>References:</b>	<b>Res. A.1104(29), paragraph 4.6 Res. A.1049(27) Res. MSC.97(73)</b>		
<b>Date:</b>	<b>19.10.2020</b>	<b>Application from:</b>	<b>19.10.2020</b>

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### Introduction

In accordance with SOLAS Chapter I, surveys of the hull are to be carried out in order to maintain the validity of the SafCon. Over time, several complementary guidelines have been adopted by the IMO: the effects they have had on the survey intervals are summarized in this FI. The following regulations apply to all cargo ships which are not high speed cargo craft, bulk carriers or oil tankers. For high speed cargo craft, the provisions of Resolution MSC.97(73)

(2000 HSC Code), as amended, apply. For bulk carriers and oil tankers, the requirements of IMO Resolution A.1049(27) (2011 ESP Code), as amended, apply.

## Original text of regulation

### Regulation 10

#### *Surveys of structure, machinery and equipment of cargo ships*

- (a) *The structure, machinery and equipment (other than items in respect of which a Cargo Ship Safety Equipment Certificate and a Cargo Ship Safety Radio Certificate are issued) of a cargo ship as referred to in paragraph (b) (i) shall be subject to the surveys and inspections specified below:*
- (i) *an initial survey including an inspection of the outside of the ship's bottom before the ship is put in service;*
  - (ii) *a renewal survey at intervals specified by the Administration but not exceeding 5 years, except where regulation 14 (b), (e), (f) and (g) is applicable;*
  - (iii) *an intermediate survey within three months before or after the second anniversary date or within three months before or after the third anniversary date of the Cargo Ship Safety Construction Certificate, which shall take the place of one of the annual surveys specified in paragraph (a) (iv);*
  - (iv) *an annual survey within 3 months before or after each anniversary date of the Cargo Ship Safety Construction Certificate;*
  - (v) *a minimum of two inspections of the outside of the ship's bottom during any five year period, except where regulation 14 (e) or (f) is applicable. Where regulation 14 (e) or (f) is applicable, this five year period may be extended to coincide with the extended period of validity of the certificate. In all cases the interval between any two such inspections shall not exceed 36 months;*
  - (vi) *an additional survey as prescribed for passenger ships in regulation 7 (b) (iii).*

## Interpretation

1. In accordance with SOLAS Ch. I, Pt. B, Reg. 10 (a), 3 annual surveys, an intermediate survey, a renewal survey and two inspections of the outside of the ship's bottom must be carried out within the five-year period in order to maintain the validity of the Safety Construction Certificate. A schematic diagram is shown in annex I.  
This allocation also applies to cargo vessels to which a Construction and Equipment Safety Certificate (Bau- und Ausrüstungssicherheitszeugnis - BASZ) was issued.
2. The **intermediate survey** and **annual surveys** shall be carried out in accordance with SOLAS Ch. I, Pt. B, Reg. 10 (iii) and Reg. 10 (iv).
3. The **renewal survey** must be carried out as close as possible to the expiry date of the certificate, but it is permissible to start the survey on or after the fourth anniversary date. In any case, the renewal survey must be completed on the expiry date of the certificate at the latest; this includes an extended period of validity of the certificate in accordance with SOLAS Ch. I, Pt. B, Reg. 14 e).  
If the renewal survey is completed successfully at a date not more than 3 months before

the expiration of the present certificate, the validity period of the new certificate starts directly after the expiry date of the old certificate.

4. The **renewal survey** described in paragraph 3 may be started during the course of the 4<sup>th</sup> annual survey, but may under no circumstances replace it.
5. The second of the two **bottom inspections** should be combined with the renewal survey. In cases where this is not possible, it must be ensured that the inspection of the outside of the ship's bottom is completed before the end of the 5-year period. Where a certificate has been extended beyond the 5<sup>th</sup> anniversary date in accordance with SOLAS Chapter I, Part B, Reg. 14 (e), the bottom inspection may be delayed in order to comply with the extended certificate validity. Under no circumstances shall the interval between two consecutive bottom inspections exceed 36 months.
6. The bottom inspection should be carried out in dry dock. In the case of cargo ships which are less than 15 years of age and meet the relevant technical requirements, the first of the two bottom inspections within the 5-year period may be replaced by an **inwater survey** instead of a dry dock inspection. This diving survey shall be carried out by a company approved by the competent classification society under the supervision of and to the satisfaction of the class surveyor. The video recording, together with the survey report, shall be submitted to the Ship Safety Division.  
For vessels participating in the Extended Dry Docking (EDD) Program, the regulations of the EDD Program are applicable instead.  
For vessels technically suitable for an inwater survey but which are not subject to compulsory classification, a company approved by a classification society which has a contractual relationship with the Ship Safety Division (Dienststelle Schiffssicherheit) shall be chosen. In this case the inspection shall be carried out in the presence of and to the satisfaction of a surveyor of the Ship Safety Division.
7. Cargo ships over 15 years of age may only be subject to an inwater survey after special consideration by the classification society and the Flag State Administration. For vessels with an age of more than 30 years an inwater diving survey in lieu of a dry docking is not permitted.
8. If it is not possible to complete the ship's renewal survey and / or the second bottom survey prior to or on the 5<sup>th</sup> anniversary date, the validity of the Safety Construction Certificate (or BASZ) in accordance with SOLAS Ch. I, Pt. B, Reg. 14 (e) may be extended. The extension will be granted for a reasonable period of time to allow the ship to sail to the port of survey. In no case will the certificate be extended for more than 3 months. In order to grant the extension, all conditions deemed necessary and therefore raised by the classification society shall be fulfilled. In addition, the following information shall be forwarded to the Ship Safety Division by the shipping company:
  - the current location of the ship;
  - the planned port of survey and the planned route to it;
  - a written confirmation by the classification society and, where appropriate, the shipyard, dock operator or diving company that the inspection date can take place as planned; and
  - a confirmation from the competent classification society that, in their view, there are no technical reasons against granting such an extension.

## **Additional Information**

regarding 3)

If the renewal survey is completed more than 3 months before the 5<sup>th</sup> anniversary date, the newly issued certificate shall be accompanied by a correspondingly adjusted anniversary date, which is the same as the completion date of the survey.

regarding 5)

In cases where the permitted interval of 36 months between two inspections of the outside of the ship's bottom is exceeded, the safety certificate becomes invalid. In such a case, the ship may be provided with a safety certificate for a single conveyance voyage to enable the vessel to sail to a port of survey. In advance, the shipowner shall forward the information listed under paragraph 8 to the Ship Safety Division. A certificate of conveyance granted under these conditions will be issued for a reasonable period of time but not exceeding 2 weeks. After completion of the outstanding bottom inspection within these 2 weeks, the old safety certificate can be reinstated, provided that its regular period of validity has not yet ended.

regarding 6)

The appropriate technical requirements for a bottom survey by divers shall be deemed to be met if the ship has the class notation for Inwater Surveys.

If this is not the case, the methods of orientation of the diver or the pilot of the Remotely Operated Vehicle (ROV) along the underwater hull must meet the requirements of the surveyor and ensure a meaningful appraisal. For this purpose, the underwater hull should be provided as far as necessary with permanently attached markings and inscriptions, which allow a clear determination of the position of the diver/ROV.

Any relevant components for the bottom survey, such as sea chests, rudder bearing, stuffing box, etc., must be safely accessible for the inspection by the diver, unless they can be inspected from inside the ship.

regarding 8)

If the outstanding inspection has been successfully completed, the newly issued safety certificate will be provided with the original anniversary date, which was valid before an extension in accordance with SOLAS Chapter I, Part B, Reg. 14 e) was granted.

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# Annex I

annual

intermediate

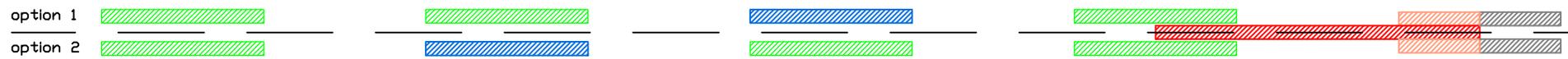
starting of renewal

renewal completion without  
changing anniversary date

max. period of endorsement  
acc. SOLAS Ch. I Pt. B Reg. 14(e)

start of validity  
of certificate

end of validity  
of certificate



possible arrangement of bottom surveys

1st bottom  
survey

max. 36 months

2nd bottom  
survey

