



# TECHNICAL INSTRUCTIVE

(Inspection of the outside of the ship's bottom and related items)

## Dry-Dock Survey

Code: PO02-TI03  
Version: 01  
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### 1. Objectives.

- .1 The purpose of the Instructive is to provide guidelines and provisions to carry out the Inspection of the outside of the ship's bottom and related items (**Dry Dock Survey**) in accordance with the Classification Rules, IMO Regulations and national legislation of the flag States.

### 2. Application.

- .1 This Instructive is applied to:
  - .1 All ships falling under the provisions of SOLAS Convention 1974, as amended.
  - .2 All ships of below international convention size or engaged in domestic service within jurisdictional waters in accordance with the national legislation of the flag States.
- .2 The Instructive will enter into force on **01 July 2020**.

### 3. Scope.

- .1 The Instructive must be used by the designated Surveyors to carry out the following surveys and related activities:
  - .1 Dry-Dock Survey with the ship in drydock.
  - .2 In-Water Survey with the ship afloat.
  - .3 Dry-Dock Survey extension.

### 4. Relevant documentation.

- .1 The following documentation is relevant for the control of this Instructive.
  - .1 SOLAS Convention 1974, as amended.
  - .2 IMO Resolution A.1140(31) Survey Guidelines under HSSC (2019).
  - .3 IMO Resolution A.1049(27) ESP during surveys of Bulk Carriers and Oil Tankers.
  - .4 PMA Merchant Marine Circular MMC-204.
  - .5 IMMARBE Merchant Marine Notice MMN-18-001.
  - .6 ICS Class General Regulations for the Supervision.
  - .7 ICS Class Rules for the Classification and Construction of Ships.
  - .8 IACS Unified Requirements URs Z.
- .2 Under permission granted by IACS Procedure, Volume 1: General Procedures, D3.6, Term and Conditions for use the IACS Resolutions, URs, CSR and Technical Information, by the Classification Societies which are not members of IACS, the URs Z has been used in this Instructive as reference for providing technical requirements.

### 5. General provisions for Dry-Dock Survey.

- .1 The Dry-Dock Survey is a Classification Survey required by the Rules for the Classification and Construction of Ships, Chapter 1-Classification, Regulation 3.2.2.
- .2 The Dry-Dock Survey is a mandatory Statutory Survey required by the following IMO Statutory Instruments:
  - .1 SOLAS Convention, Chapter I, Regulation 10, Item (a)(v).
  - .2 Survey Guidelines under HSSC, General, Section 2, Regulation 2.6.
- .3 The Dry-Dock Survey is an inspection of the underwater part of the ship and related items to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended.



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- .4 During any "five-year period" of the Special/Renewal Survey, there shall be a minimum of two Dry-Dock Surveys, except where SOLAS Convention, Regulation I/14(e) or (f) is applicable. One such Dry-Dock Surveys, shall be carried out on or after fourth Annual Survey in conjunction with the Special/Renewal Survey.
- .5 Any "five-year period" is the five-year period of validity of the following Certificates, as appropriate:
  - .1 Hull Class Certificate.
  - .2 Cargo Ship Safety Construction Certificate (CSSC).
  - .3 Cargo Ship Safety Certificate (CSS).
- .6 In all cases, the interval between any two Dry-Dock Surveys shall not exceed 36 months. Only in "exceptional circumstances", the flag State Administration may grant an extension of the Dry-Dock Survey after the due date. The maximum "non-extendible" period granted is three (3) months.
- .7 "Exceptional circumstances" mean unavailability of dry-docking facilities or unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions.
- .8 Where the validity of the CSSC Certificate or CSS Certificate has been extended under SOLAS Convention, Regulation I/14(e) or (f), the "five-year period" may be extended to coincide with the validity of such certificates. However, the interval between any two Dry-Dock Surveys shall not exceed 36 months.
- .9 The Dry-Dock Survey shall normally be carried out with the ship in a drydock (out of water). However, consideration may be given to alternate examination while the ship is afloat as an In-water Survey. The following provisions may be considered by the flag State Administration on case-by-case basis:
  - .1 For ships less than 15 years of age, other than Bulk Carriers and Oil Tankers, consideration may be given to carry out alternate surveys not conducted in conjunction with the Special/Renewal Survey while the ship is afloat.
  - .2 For ships of 15 years of age and over, other than Bulk Carriers and Oil Tankers, "special consideration" shall be given for permitting to carry out alternate surveys not conducted in conjunction with the Special/Renewal Survey while the ship is afloat.
  - .3 For Bulk Carriers and Oil Tankers less than 15 years of age, consideration may be given to carry out alternate surveys not conducted in conjunction with the Special/Renewal Survey while the ship is afloat in accordance with the provisions of paragraph 2.2.2 "Dry-Dock Survey" of the applicable part of the Annex A or B of the 2011, ESP Code.
  - .4 For Bulk Carriers and Oil Tankers of 15 years of age and over, the Dry-Dock Survey must be carried out with the ship in drydock (out of water) in accordance with the provisions of Paragraph 2.2.2 "Dry-Dock Survey" of the applicable part of the Annex A or B of the 2011, ESP Code.
- .10 In all cases, the Dry-Dock Survey while the ship is afloat must be authorized by the flag State Administration.
- .11 In all cases, the Dry-Dock Survey while the ship is afloat shall be carried subject to provisions of Section 9 below for "In-Water Survey".
- .12 The Dry-Dock Survey is to consist of:
  - .1 Examination of the ship's shell including bottom and bow plating, keel, bilge keels, stem, stern frame and rudder.
  - .2 Noting the clearances measured in the rudder bearings.
  - .3 Examination of the propeller and shaft seals, as far as practicable.



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- .4 Noting the clearance measured in the propeller shafts, as far as practicable.
- .5 Examination of sea chests and strainers.
- .13 During the Dry-Dock Survey carried out in conjunction with the Special/Renewal Survey (Special Dry-Dock Survey) the overall and close-up surveys and thickness measurements shall be performed on all ships in accordance with paragraphs 5.19 and 5.20 below, as appropriate.
- .14 If the Dry-Dock Survey shows that the condition of the ship is unsatisfactory, the provisions required in paragraph 4.8, Section 4 of the Survey Guidelines under HSSC shall be fulfilled as applicable.
- .15 In accordance with paragraph 1.4.3, Section 1.4 of the General Regulations for the Supervision, when the Dry-Dock Survey has not been carried out as required, the classification of the ship will be automatically suspended and Class Certificates become invalid.
- .16 In accordance with paragraph 5.6, Section 5 of the Survey Guidelines under HSSC, when the Dry-Dock Survey has not been carried out as required, the CSSC Certificate or CSS Certificate cease to be valid.
- .17 In accordance with the flag States, when the Dry-Dock Survey has not been carried out as required, any Cargo Ship Safety Certificate issued to ships of below international convention size or ships engaged in domestic service, cease to be valid.
- .18 The Dry-Dock Survey on all ships shall be carried out subject to provisions of the following Rules, as applicable.
  - .1 Rules for the Classification and Construction of Ships.
  - .2 UR Z3 Periodical Survey of the Outside of the Ship's Bottom and Related Items.
  - .3 UR Z7 Hull Classification Surveys.
- .19 The overall and close-up surveys and thickness measurements on ships falling under the provisions of SOLAS Convention shall be carried out subject to provisions of the following Rules, as applicable:
  - .1 ESP Code, Annex A or B, for ESP ships.
  - .2 UR Z7.1 Hull Surveys for General Dry Cargo Ships.
  - .3 UR Z10.1 Hull Surveys of Oil Tankers.
  - .4 UR Z10.2 Hull Surveys of Bulk Carriers.
  - .5 UR Z10.4 Hull Surveys of Double Hull Oil Tankers.
  - .6 UR Z10.5 Hull Surveys of Double Skin Bulk Carriers.
- .20 The overall and close-up surveys and thickness measurements on ships of below international convention size shall be carried out subject to specific instructions that will be issued by the Marine Division case by case.
- .21 The Dry-Dock Survey must be carried out by Surveyors duly qualified and authorized for this purpose.
- .22 The Dry-Dock Survey shall be carried out using the Dry-Dock/IWS Survey Report applicable during Intermediate & Renewal Surveys.
- .23 After satisfactory completion of the Dry-Dock Survey the following certificates shall be endorsed, as appropriate.
  - .1 Class Certificates.
  - .2 Cargo Ship Safety Construction Certificate.
  - .3 Cargo Ship Safety Certificate.
- .24 All deficiencies found during the Dry-Dock Survey shall be totally rectified and not to be dealt as any items of outstanding condition of class, statutory condition or recommendation.



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- .25 The Section 6 below prescribes additional requirements for Dry-Dock Survey on Panamanian flagged ships in accordance with the MMC-204.
- .26 The Section 7 below prescribes additional requirements for Dry-Dock Survey on Belizean flagged ships in accordance with the MMN-18-001.
- .27 When a ship suffers a damage, or is in need of any repairs in drydock due to emergency of due to circumstances of misfortune; this "Spontaneous Dry-Dock" shall not be considered/endorsed as mandatory Dry-Dock Survey; unless it satisfies all provisions required by this Instructive for the Intermediate, Special or Renewal Dry-Dock Survey, as appropriate.
- .28 To attend and supervise the Spontaneous Dry-Dock, the Surveyor shall conduct an Occasional Dry-Dock Survey using the Dry-Dock/IWS Survey Report. Along with this Survey Report, a narrative report shall be provided with the results of the inspected areas, repairs made, pending items (if any) and relevant evidences.
- .29 The interval between inspections of the outside of the ship's bottom and related items for ships operating in fresh water and for certain harbour or non-self-propelled craft, may be greater than that given in paragraph 5.6 above in accordance with the authorization granted by the flag State Administration case by case.
- .30 Compliance with this Instructive does not absolve the shipowner/operator from compliance with the requirements of SOLAS Convention as amended, especially when shorter intervals between examination of the ship's bottom for certain types of ship are required.
- .31 For Oil Tankers, Combination Carriers, Bulk Carriers, Chemical Tankers, Double Hull Oil Tankers, Double Side Skin Bulk Carriers, General Dry Cargo Ships and Liquefied Gas Carriers, reference is also be made to UR Z10.1, Z10.2, Z10.3, Z10.4, Z10.5, Z7.1 and Z7.2, as applicable.

### 6. Dry-Dock Survey on Panamanian flagged ships.

- .1 Irrespective of the navigation area, the Cargo Ships of less than 500 gross tonnage shall be subject to a minimum of two Dry-Dock Surveys during any five-year period following the same provisions applicable to Cargo Ships of 500 gross tonnage and above. In this regard, the provisions prescribed in Section 5/5.9 above shall be fulfilled, as applicable.
- .2 Irrespective of the navigation area, the Fishing Vessels shall be subject to a minimum of two Dry-Dock Surveys during any five-year period. Any five-year period is the five-year period of validity of the Fishing Vessels Safety Certificates.
- .3 Irrespective of the navigation area, the Fishing Vessels of less than 24 meters in length shall be subject to a minimum of two Dry-Dock Surveys during any six years period.
- .4 For every ship with an International Register Certificate, operating exclusively within jurisdictional waters of the Republic of Panama, and regardless of service and tonnage, the two (2) inspections of the outside of the ship's bottom, during any five (5) year period, shall be carried out with the ship in dry dock.
- .5 Notwithstanding the provisions of paragraph 6.4 above, the PMA could authorize to replace the Intermediate Dry-Dock Survey by an In-Water Survey for ships operating exclusively within jurisdictional waters of the Republic of Panama. To obtain such authorization, the provisions prescribed in Section 9/9.3 below shall be fulfilled.
- .6 Dry-dock for emergency repairs after a damage of the ship or any other fortuity circumstances shall be attended and supervised by the Surveyor in accordance with Section 5/5.27 and 5.28 above for spontaneous dry-dock.



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### 7. Dry-Dock Survey on Belizean flagged ships.

- .1 Cargo Ships of less than 500 gross tonnage are required be put in dry-dock or on slipway to undergo a thorough examination of all underwater and overside parts. The interval between these examinations shall not exceed two years (24 months).
- .2 All Cargo Ships of less than 500 Gross Tonnage over 16 years old, unless exempted by IMMARBE, shall annually undergo a thorough examination of all underwater and overside parts.
- .3 Notwithstanding the provisions of paragraph 7.2 above, IMMARBE could authorize the application of SOLAS Convention requirements for the inspection of the outside ship's bottom on Cargo Ships of less than 500 Gross Tonnage.
- .4 Fishing Vessels are required to be put in dry-dock or on slipway at least every two and a half years (30 months) and undergo a thorough examination of all underwater and overside parts.
- .5 For all ships of 15 years of age and over, the Dry-Dock Survey shall be carried out with the ship in dry-dock (out the water). For ships less than 15 years of age, the provisions prescribed in Section 5/5.9 above related to the alternate surveys while the ship is afloat, may be considered.
- .6 Dry-dock for emergency repairs after a damage of the ship or any other fortuity circumstances, shall be attended and supervised by the Surveyor in accordance with Section 5/5.27 and 5.28 above for spontaneous dry-dock. This dry-dock shall also be informed to IMMARBE as "Reporting of Casualty and Incident".

### 8. Scope of the Dry-Dock Survey.

- .1 When a ship is in drydock or on a slipway, it is to be placed on blocks of sufficient height and with the necessary staging to permit the examination of elements such as shell plating including bottom and bow plating, stern frame and rudder, sea chests and valves, propeller, etc.
- .2 The shell plating is to be examined for excessive corrosion, or deterioration due to chafing or contact with the ground and for any undue unfairness or buckling. Special attention is to be paid to the connection between the bilge strakes and the bilge keels. Important plate unfairness or other deterioration which do not necessitate immediate repairs are to be recorded.
- .3 Sea chests and their gratings, sea connections and overboard discharge valves and cocks and their fastenings to the hull or sea chests are to be examined. Valves and cocks need not be opened up more than once in a special survey period unless considered necessary by the Surveyor.
- .4 Visible parts of rudder, rudder pintles, rudder shafts and couplings and stern frame are to be examined. If considered necessary by the Surveyor, the rudder is to be lifted or the inspection plates removed for the examination of pintles. The clearance in the rudder bearings is to be ascertained and recorded. Where applicable, pressure test of the rudder may be required as deemed necessary by the Surveyor.
- .5 Visible parts of propeller and stern bush, are to be examined. The clearance in the stern bush and the efficiency of the oil gland, if fitted, are to be ascertained and recorded. For controllable pitch propellers, the Surveyor is to be satisfied with the fastenings and tightness of hub and blade sealing. Dismantling need not to be carried out unless considered necessary by the Surveyor.



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- .6 Visible parts of side thrusters are to be examined. Other propulsion systems which also have maneuvering characteristics (such as directional propellers, vertical axis propellers, water jet units) are to be examined externally with focus on the condition of gear housing, propeller blades, bolt locking and other fastening arrangements. Sealing arrangement of propeller blades, propeller shaft and steering column shall be verified.
- .7 The Propeller Shaft Survey, when required, shall be carried out in accordance with the Technical Instructive PO02-TI04 for Propeller Shaft Survey.

### 9. In-Water Survey.

- .1 For the purpose of this Instructive, the alternate examination while the ship is afloat (alternate Dry-Dock Survey) specified in Section 5/5.9 above, not conducting in conjunction with the Special/Renewal Survey, will be named as Intermediate Dry-Dock Survey.
- .2 The Intermediate Dry-Dock Survey with the ship afloat shall be carried out subject to provisions of paragraphs 9.4 to 9.12 below. In all cases, the Intermediate Dry-Dock Survey with the ship afloat must be duly authorized by the flag State Administration.
- .3 To obtain the authorization mentioned above, the following documentation shall be provided to flag State Administration for its evaluation and making decision:
  - .1 Application Letter from the shipowner/operator stating the following information:
    - a) reasons of the request.
    - b) confirmation that the bottom of the ship and related items are free from any defect/damage.
  - .2 Results of the survey of side shell plating externally by the Surveyor.
  - .3 Results of the survey of shell plating in engine and pump rooms, as applicable, including overboard pipes, valves and connections by the Surveyor.
  - .4 Stern oil sample reports.
  - .5 Survey Status of the ship without pending class conditions, statutory conditions or recommendations related to the ship's hull and the Dry-Dock Survey.
  - .6 Attestation Letter from ICS Class recommending to the flag State Administration that it is proper to grant the requested authorization based on all previous evidences.
- .4 The In-Water Survey must be carried out by Surveyors duly qualified and authorized to carry out Dry-Dock Surveys.
- .5 The In-Water Survey shall only be carried out when the conditions are satisfactory and the proper equipment and suitably trained staff are available.
- .6 The In-Water Survey is to provide the information normally obtained from a Dry-Dock Survey. Special consideration shall be given to determine rudder bearing clearance and stern bush clearances of oil stern bearings based on:
  - .1 A review of the operating history.
  - .2 Board testing.
  - .3 Stern oil sample reports.
- .7 The In-Water Survey shall be carried out with the ship in sheltered water and preferably with weak tidal streams and currents. The in-water visibility and the cleanliness of the hull below the waterline shall be clear enough to permit a deep examination which allows the Surveyor and the In-Water Survey Company to determine the condition of the plating, appendages and the welding.
- .8 The equipment, procedure for observing and reporting the results of the In-Water Survey shall be discussed with the parties involved prior to start the survey. The suitable time shall be allowed to permit the In-Water Survey Company to test all equipment beforehand.



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- .9 The In-Water Survey shall be carried out under the surveillance of the Surveyor by an In-Water Survey Company duly approved as a Services Supplier in accordance with the Procedure PO03-P01 for approving or accepting services providers.
- .10 The Surveyor shall be satisfied with the method of pictorial (graphic) representation. A good two-way communication between the Surveyor and divers is to be ensured.
- .11 If the In-Water Survey reveals damage or deterioration that requires early attention, the Surveyor may require that the ship be drydocked in order that a detailed survey can be undertaken and the necessary repairs carried out. The flag State Administration shall be informed accordingly.
- .12 To supervise the In-Water Survey, the Surveyor shall use the Dry-Dock/IWS Survey Report. Along with such Report, the In-Water Survey Report issued by the In-Water Survey Company shall also be provided. When required by the Marine Division, the Surveyor shall also provide a Narrative Report with the results of the survey conducted and pending items (if any).
- .13 After satisfactory completion of the In-Water Survey, the following Certificates shall be endorsed, as appropriate.
  - .1 Class Certificates (Hull and Machinery).
  - .2 Cargo Ship Safety Construction Certificate.
  - .3 Cargo Ship Safety Certificate.

### 10. Dry-Dock Survey extension.

- .1 Subject to provisions of SOLAS Convention and flag State requirements, the extension of the Dry-Dock Survey shall only be considered when:
  - .1 The ship falls under the provisions of SOLAS Convention, Chapter I, Part B, Regulation 14(e): Applicable to a ship that, at the time when a certificate expires, is not in a port in which it is to be surveyed.
  - .2 The ship falls under the provisions of SOLAS Convention, Chapter I, Part B, Regulation 14(f): Applicable when a certificate issued to a ship engaged on short voyages need to be extended.
  - .3 In "Exceptional Circumstances" (refer to Section 5/5.7 above).
- .2 In all cases, the extension of the Dry-Dock Survey must be authorized by the flag State Administration. In any case, the maximum "non-extendible" period allowed is three (3) months.
- .3 The request for the extension of the Dry-Dock Survey based on the Regulations 14(e) and 14(f) of SOLAS Convention, shall be supported with the following documentation:
  - .1 Navigation Registry (Patent of Navigation).
  - .2 CSSC duly endorsed at the mandatory surveys.
  - .3 Application Letter from the shipowner/operator stating the following information:
    - a) reasons of the request.
    - b) confirmation that the bottom of the ship and related items are free from any defect/damage.
    - c) current location of the ship.
    - d) next port of call and ETA.
  - .4 Last Survey Status of the ship.
  - .5 Attestation Letter from ICS Class recommending to the flag State Administration that it is proper to grant the requested extension based on all previous evidences.
  - .6 Other documents that could be required by the flag State Administration.



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- .4 The request for the extension of the Dry-Dock Survey in exceptional circumstances, as specified in Section 5/5.7 above, shall be supported with the following information and documentation as appropriate.
  - .1 Navigation Registry (Patent of Navigation).
  - .2 CSSC duly endorsed at the mandatory surveys.
  - .3 Application Letter from the shipowner/operator stating the following information, as appropriate:
    - a) reasons of the request.
    - b) confirmation that the bottom of the ship and related items are free from any defect/damage.
    - c) confirmation of unavailability of essential materials, equipment or spare parts.
    - d) confirmation of delays incurred by action taken to avoid severe weather conditions.
  - .4 Three letters from different Shipyards confirming the non-availability of a space.
  - .5 Booking confirmation letter from Shipyard.
  - .6 Lubricating Oil analysis (for oil lubricated shafts).
  - .7 Fresh Water Sample test (for closed system fresh water lubricated shafts).
  - .8 Confirmation from the Chief Engineer that the shafting arrangement is in good working condition.
  - .9 In-Water Survey Report.
  - .10 Results of the surveys required in paragraph 10.6/10.6.1, 10.6.2 and 10.6.6 below; for ships where the last Dry-Dock Survey was carried out more than 36 months ago.
  - .11 Last Survey Status of the ship.
  - .12 Attestation Letter from ICS Class recommending to the flag State Administration that it is proper to grant the requested extension based on all previous evidences.
- .5 Unless the flag State Administration determine otherwise, the request for the extension of the Dry-Dock Survey does not require an In-Water Survey when the last Dry-Dock Survey was carried out less than 36 months ago in dry-dock (out of water).
- .6 Normally, the authorization to extend the Dry-Dock Survey on ships where the last Dry-Dock Survey was carried out more than 36 months ago, is not granted. Only in case of force majeure under the flag State Administration criteria, such extension could be granted for one month based on the results of the following verifications activities:
  - .1 Survey of side shell plating externally by the Surveyor.
  - .2 Survey of shell plating in engine and pump rooms, as applicable, including overboard pipes, valves and connections by the Surveyor.
  - .3 Lubricating Oil analysis (for oil lubricated shafts).
  - .4 Fresh Water Sample test (for closed system fresh water lubricated shafts).
  - .5 Confirmation from the Chief Engineer that the shafting arrangement is in good working condition.
  - .6 In-Water Survey with divers' CCTV according to the requirements of Section 9/9.4 to 9.10 above.
- .7 The request for the extension of the Dry-Dock Survey on Belizean flagged ships shall be made by the shipowner/operator to IMMARBE's Technical Staff through its Designated Office or Deputy Registrar Office in accordance with the MMN-18-001.
- .8 The request for the extension of the Dry-Dock Survey on not Belize flagged ships shall be made by the shipowner/operator through the Marine Division or directly to the flag State Administration.



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**11. Applicable Forms for Dry Dock Survey.**

- .1 Dry-Dock/IWS Survey Report (2013/02).

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