



Revision No:

2.0

Issue Date:

07 Oct 2026

Effective Date:

07 Oct 2026

Notice to: Shipowners, Operators, Officers, and Recognised Organisations.**1. Purpose**

- 1.1 The Barbados Maritime Ship Registry (BMSR) issued this marine circular to provide instructions for bottom surveys of cargo vessels registered with the BMSR and the interval between bottom surveys.

2. Application

- 2.1 These instructions apply to all cargo vessels registered with the BMSR.

3. Technical Requirements

- 3.1 For cargo ships, as per SOLAS I/10(a)(iv) and Survey guidelines under the harmonised system of survey and certification (HSSC), 2023 (resolution A.A.1186(33)) Sec. 4.6, a minimum of two inspections of the outside of the ship's bottom during the five-year period of validity of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate are required.
- 3.2 Inspections of the outside of the vessel's bottom should normally be carried out with the vessel in dry dock. However, consideration may be given to alternate inspections being carried out with the vessel afloat (In water Survey IWS).
- 3.3 Conditions for In Water Survey (IWS):
- i) Subject to section 3.4, for vessels of less than 15 years of age, one (1) of the two required bottom surveys can be carried out afloat (IWS) without prior approval from BMSR. Two (2) consecutive bottom surveys may also be carried out afloat but only where the vessel is enrolled in an Extended Dry-Docking (EDD) scheme approved by BMSR, in accordance with the EDD provisions of this Circular.
 - ii) For vessels of 15 years of age and above, one bottom survey can be carried out afloat (IWS), upon concurrence from the classification society that there are no structural concerns.
- 3.4 Both bottom surveys shall be carried out with the vessel in dry dock:
- i) For bulk carriers and oil tankers of less than 15 years of age but in an enhanced survey Program (ESP);
 - ii) For bulk carriers and oil tankers of 15 years of age or above;
 - iii) For any type of vessel of 20 years of age.
- 3.5 In all cases, the interval between any two such inspections shall not exceed 36 months.

4. Bottom Survey interval extension

- 4.1 In 'Exceptional circumstances' such as unavailability of dry-docking facilities; unavailability of repair facilities; unavailability of essential materials, equipment, or spare parts; or delays incurred by action taken to avoid severe weather conditions, the BMSR may allow extension for the bottom survey to be carried out later than 36 months from the previous one.

- 4.2 The request for any extension of the bottom survey due to the 'Exceptional circumstances' mentioned above shall come through the Recognised Organisation (RO), which is responsible for issuing the relevant certificates for the vessel. The RO shall assess the case and provide the BMSR with their concurrence, reasons and justification, and any supporting documentation. The BMSR will evaluate the request on a case-by-case basis and may issue a temporary permission with a validity of a maximum of 3 months.
- 4.3 All requests for temporary permissions for extensions of bottom surveys shall be sent to ops@barbadosmaritime.com
- 4.4 The justification for the extension of bottom surveys must be on a non-commercial basis. Similarly, the extension is not to be tied to a matter of convenience, except where an extension is proposed to further a harmonisation of surveys. There must be exceptional circumstances for not arranging the docking before the due date, and the extension is only to be granted in cases where it is proper and reasonable to do so. The principal consideration for granting an extension to a docking is the unavailability of suitable docking facilities, as per IACS PR1C and MSC-MEPC.5/Circ.1
- 4.5 For extensions to the dry docking due to unavailability of docks for up to three months, the following conditions are appropriate:
- i) Evidence that managers have attempted to fix drydocking (3 locations).
 - ii) Evidence that a firm drydocking date and location have been made.
 - iii) Statement from the Master that no damage to underwater parts has occurred since the last bottom survey.
 - iv) Any Class requirements are met in full, and any conditions of class are reviewed.
- 4.6 In addition, where the extension brings the period since the previous bottom survey (either in drydock or in water survey) to over 36 months, an underwater examination is required. A one-month grace period may be given where the in-water survey cannot be undertaken due to, e.g. poor visibility.

5. Extended Dry-Docking (EDD) scheme

- 5.1 The following self-propelled internationally trading vessels, of 500GT or more, are eligible for consideration:
- i) Dedicated container carriers;
 - ii) LNG Tankers;
 - iii) LPG carriers;
 - iv) Ro-Ro cargo ships;
 - v) Refrigerated cargo ships;
 - vi) Dedicated wood chip carriers;
 - vii) Dedicated cement carriers;
 - viii) Livestock carriers;
 - ix) MODUs;
 - x) Deck cargo ships (vessels designed to carry cargo exclusively above deck without any access for cargo below deck);
 - xi) 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.
- 5.2 The following vessel types are not eligible for EDD schemes:
- i) Passenger Ships;
 - ii) Any vessel subject to the Enhanced Survey Program (ESP);
 - iii) Any vessel subject to the Hull Survey Requirements of International Association of Classification Societies (IACS) UR Z7.1;
 - iv) Any vessel fitted with propulsion thrusters;
 - v) Any vessel where the propeller connection to the shaft is by means of a keyed taper;
 - vi) High Speed Craft (HSC).

- 5.3 Bulk carriers meeting the definition in SOLAS regulation XII/1.1, but not that in SOLAS regulation IX/1.6, may be considered for an Extended Dry-Docking (EDD) scheme on a case-by-case basis, provided that the vessel is not subject to ESP under SOLAS regulation XI-1/2 or to the hull-survey requirements of IACS UR Z7.1.
- 5.4 Eligible vessels may be considered for an Extended Dry-Docking (EDD) scheme permitting two consecutive IWS, subject to prior written approval by BMSR and compliance with this section, IACS Recommendation No. 133 and the applicable requirements of the RO. The exclusions in section 5.2 and the dry-docking requirements in section 3.4 shall take precedence over the eligibility list in section 5.1.
- 5.5 Entry into the scheme shall take place before the vessel reaches 10 years of age. Participation shall terminate on change of owner, ISM manager, RO or flag or when the vessel reaches 15 years of age, and the bottom survey associated with the 15-year Special Survey shall be carried out in dry dock.
- 5.6 The approved interval between dry-dock surveys shall not exceed 90 months. At least two bottom inspections shall be completed during the applicable five-year survey period, with no interval between inspections exceeding 36 months. Statutory renewal survey intervals and the required scope of those surveys shall remain unchanged. No extension shall be granted to the dry-docking due date established under the approved EDD scheme, notwithstanding the temporary extension provisions elsewhere in this Circular.
- 5.7 The following items are the entry requirements of an eligible vessel wishing to utilise EDD:
- i) Class notation equivalent to EDD and IWS/UWIL;
 - ii) Vessel is on the following RO-approved systems or equivalent :
 - Hull Planned Maintenance
 - Machinery Planned Maintenance
 - Screwshaft Condition Monitoring
 - Continuous Survey Cycle (Hull and Machinery)
 - iii) 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.
 - iv) Rudder pintle bearing/bush and tailshaft clearances can be taken afloat unless oil/grease lubricated bearings are fitted and an alternative arrangement has been accepted by the RO and approved by BMSR as part of the EDD application.
 - v) Sea connections accessible when afloat and able to be examined during IWS (e.g. provision of external blanking pieces).
 - vi) Stub connections (for sea connections) can be easily examined from inside the vessel at IWS and for thickness measurements.
 - vii) 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 vessel in the water. Consideration will be given for the provision of duplication of equipment for echosounders and speed logs as an alternative.
 - viii) Means of access for examination of sea chests, sea valves and box coolers for IWS is provided.
 - ix) Maintenance on auxiliary thrusters and stabilisers, where fitted, to be possible afloat.
 - x) Planned Maintenance System includes provisions for maintaining the draft marks, load line marks, all other required hull markings and repairing the anti-fouling system as required.
 - xi) Planned Maintenance System contains the specific requirement for maintenance and exercising of speed log and echo sounder sea valves.
 - xii) Impressed cathodic protection system fitted, or provisions made for renewal of external hull sacrificial anodes in the afloat condition.
 - xiii) Protective coating in double bottom/double side ballast tanks, void spaces and all other spaces adjacent to the shell are in GOOD condition.
- 5.8 Vessels detained within the previous five years will be subject to special evaluation.
- 5.9 The BMSR will regularly review the status of vessels and Companies enrolled on EDD and if any of the below criteria are met, this review may potentially result in the vessel being withdrawn from EDD and for BMSR or the RO to require earlier dry-docking:
- i) The vessel is detained;
 - ii) Survey/Inspection findings relating to vessel structural condition are raised;
 - iii) In the event of grounding/contact or any other bottom damage or casualty;

- iv) Coating condition in double bottom/double side ballast tanks, void spaces and dry spaces are found in less than “good condition”;
- v) Conditions of Class relevant to the condition of the hull are imposed;
- vi) Vessel does not maintain, or withdraws from, any of the required monitoring notations and/or IWS/EDD(or equivalent) notation;
- vii) Evidence of vessel grounding during IWS with no notification made;
- viii) Upon issue of a major non-conformity to the Company or vessel;
- ix) Upon ISM related PSC findings;
- x) IWS reveals damage, deterioration or other conditions that require early attention;
- xi) Any other circumstances arise which affect the condition of the hull.

5.10 Shipowners and managers wishing to enrol a Barbadian vessel in the EDD scheme shall apply through the vessel’s RO. The RO shall assess the application and submit it to BMSR with its recommendation, supporting documentation and confirmation of compliance with this section and IACS Recommendation No. 133. Where approved, BMSR will issue a vessel-specific EDD approval letter specifying the approved survey schedule, dry-docking due date, validity and conditions. The approval letter shall be retained on board.

5.11 For each application the RO is to provide the following confirmation that:

- i) Arrangements required for in water survey are provided;
- ii) Relevant vessel’s drawings are available to the attending surveyor(s);
- iii) Where fitted, positioning thruster lubricating oil analysis has been provided to Class and no abnormal readings have been observed;
- iv) Protective coating of ballast tanks is in GOOD condition;
- v) External hull coating system is designed to remain effective for the full extended dry dock period;
- vi) A hull impressed current cathodic protection system is fitted and operational, or that renewal of external hull sacrificial anodes in afloat condition is possible.

6. Validity

6.1 The validity of this circular is until withdrawn or superseded.

For any inquiries or clarifications for this marine circular, please contact:

ops@barbadosmaritime.com

