

Commonwealth of Dominica**Office of the Maritime Administrator**

**TO: ALL SHIPOWNERS AND OPERATORS OF MERCHANT VESSELS,
AND DOMINICA FLAG STATE INSPECTORS**

SUBJECT: INSPECTIONS OF SHIPS IN DRY DOCK

PURPOSE: The purpose of this notice is to provide guidance to Dominica Shipowners and Flag State Inspectors on the procedures following discovery of hull diminution and propeller stress fractures during the inspection of the ship's bottom in dry dock.

APPLICABILITY: This Policy Letter applies to all Dominica flag vessels and vessels intending to enter Dominica Registry, especially current and converted off-shore supply vessels.

REQUIREMENTS:**1 Hull diminution**

Dominica determines that the maximum allowable diminution of hull thickness is 22%. When a higher degree of diminution is discovered through thickness measurements and gaugings, the respective plates shall be cropped and replaced prior to endorsement by the FSI of the dry-docking inspection.

2 Propeller surface stress fractures

2.1 Dominica acknowledges that a phenomenon of propeller surface stress fractures occurs from repeated heatings of the propellers over time during installation and removal thereof, particularly on stainless steel propellers.

2.2 In light of differing opinions of experts in the field, and taking into account that definitive determination of the fractured propellers reliability, endurance and safety factor is impossible, Dominica has established the following:

2.2.1 It is the vessel Owner's responsibility and decision whether the fractured propellers be replaced when stress fractures are first found through dye-testing in dry dock.

2.2.2 Notwithstanding the provision of paragraph 2.2.1 above, the propellers shall be replaced within six (6) months from discovery of 25% or more increase in fracturing during the consecutive inspection of the vessel in dry dock.

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Inquiries concerning the subject of this Circular should be directed to the Deputy Maritime Administrator
Commonwealth of Dominica, 32 Washington Street, Fairhaven, MA 02719 USA

registration@dominica-registry.com