



ANNEX TO STATUTORY SURVEY REPORT
CHECK LIST UNDER ANNEX I OF MARPOL 73/78

No. **WG10SS00026**

Name of Ship	GREAT AMBITION	Class No.	99L3012	SURVEY APPLICABLE
1.1	Initial surveys			
1.1.1	For oil pollution prevention the examination of plans and designs should consist of:			
1.1.1.1	examining the arrangements for the control of the discharge of oil and examining the plans and designs of the oil discharge monitoring and control system and oily-water separating and oil filtering equipment; confirming that pollution prevention equipment	<input type="checkbox"/>		INS
1.1.1.2	examining the arrangements for operation in special areas (MARPOL 90/04 Annex I reg. 15);	<input type="checkbox"/>		INS
1.1.1.3	examining the arrangements for the segregation of oil and water ballast and the prohibition of carriage of oil in the forepeak tanks or in spaces forward of the collision bulkhead (MARPOL 90/04 Annex I reg. 16);	<input type="checkbox"/>		INS
1.1.1.4	examining the sludge tank and standard discharge arrangements (MARPOL 90/04 Annex I reg. 12 and 13);	<input type="checkbox"/>		INS
1.1.1.5	examining oil fuel tank protection arrangements (MARPOL 90/04/06 Annex I reg. 12A, which is entered into force on 1st August 2007).	<input type="checkbox"/>		INS
1.1.2	For the oil pollution prevention for the additional requirements for oil tankers the examination of plans and designs should consist of:			
1.1.2.1	examining the ODME Manual and the arrangements for the control of the discharge of oil and for the retention of oil on board. Verifying that the ODME is type approved in accordance to with the relevant Resolution (MARPOL 90/04 Annex I reg. 29, 31 & 34);	<input type="checkbox"/>		INS
1.1.2.2	examining the arrangements for operation in special areas (MARPOL 90/04 Annex I reg. 34);	<input type="checkbox"/>		INS
1.1.2.3	examining the arrangements for the segregated ballast tanks, checking their capacity and ascertaining whether the draft and trim conditions will be met (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/>		INS
1.1.2.4	examining for the arrangements for crude oil washing, including shadow diagrams and the Operations and Equipment Manual, checking that an inert gas system is to be fitted (MARPOL 90/04 Annex I reg. 33 and 35);	<input type="checkbox"/>		INS
1.1.2.5	examining, as appropriate, the arrangements for the prevention of oil pollution in the event of collision or stranding (MARPOL 90/04 Annex I reg. 19 to 22);	<input type="checkbox"/>		INS
1.1.2.6	examining the protective location of the segregated ballast spaces and the arrangements for minimising pollution due to side and bottom damages (MARPOL 90/04 Annex I reg. 18, and 24 to 26);	<input type="checkbox"/>		INS
1.1.2.7	confirming, as appropriate, that arrangements are made for the maintenance and inspection of wing and double bottom tanks or spaces (MARPOL 90/04 Annex I reg. 19);	<input type="checkbox"/>		INS
1.1.2.8	examining the arrangements for cargo pump-room bottom protection (double bottom where required) (MARPOL 90/04 Annex I reg.22);	<input type="checkbox"/>		INS
1.1.2.9	examining the pumping, piping and discharge arrangements (MARPOL 90/04 Annex I reg. 30);	<input type="checkbox"/>		INS
1.1.2.10	examining the shipboard oil pollution emergency plan or in the case of a chemical/product tanker the shipboard marine pollution emergency plan (MARPOL 90/04 Annex I reg. 37);	<input type="checkbox"/>		INS
1.1.2.11	examining the arrangements of oil/water interface detector (MARPOL 90/04 Annex I reg.32);	<input type="checkbox"/>		INS
1.1.2.12	examining, for oil tanker of 5,000 deadweight and above delivered on or after 1February 2002, the intact stability. (MARPOL 90/04 Annex I reg.27);	<input type="checkbox"/>		INS
1.1.2.13	examining, for oil tanker of 150 gross tonnage and above delivered after 31December 1979, the subdivision and damage stability. (MARPOL 90/04 Annex I reg.28);	<input type="checkbox"/>		INS
1.1.2.14	examining the accidental oil outflow performance (MARPOL 90/04 Annex I reg.23) as applicable.	<input type="checkbox"/>		INS
1.1.3	For the oil pollution prevention the survey should consist of:			

		SURVEY APPLICABLE
1.1.3.1	confirming the satisfactory installation and operation of, as appropriate, oil filtering equipment and when appropriate the operation of the automatic means provided to stop the discharge of effluent and the satisfactory operation of the alarm or other installation (MARPOL 90/04 Annex I reg. 14 and 15);	<input type="checkbox"/> INS
1.1.3.2	confirming, when applicable, that the oil content meter and its recording device are operable and that there is a sufficient supply of consumables for the recording device on board (MARPOL 90/04 Annex I reg. 14 and 15);	<input type="checkbox"/> INS
1.1.3.3	testing, where fitted, the automatic stopping device required for discharges in Special Areas (MARPOL 90/04 Annex I reg. 15);	<input type="checkbox"/> INS
1.1.3.4	confirming the segregation of the oil fuel and water ballast system and the non carriage of oil in forepeak tanks (MARPOL 90/04 Annex I reg. 16);	<input type="checkbox"/> INS
1.1.3.5	confirming that the oily residue (sludge) tank and its discharge arrangements are satisfactory and, when the size of the sludge tank is approved on the basis of such installations, confirming the satisfactory operation of homogenizers, sludge incinerators or other recognised means for the control of sludge (MARPOL 90/04 Annex I reg. 12);	<input type="checkbox"/> INS
1.1.3.6	confirming the provision of the standard discharge connection (MARPOL 90/04 Annex I reg. 13);	<input type="checkbox"/> INS
1.1.3.7	confirming oil fuel tank protection arrangements (MARPOL 90/04 Annex I reg. 12A, which is entered into force on 1st August 2007).	<input type="checkbox"/> INS
1.1.4	For the oil pollution prevention for the additional requirements for oil tankers the survey during construction and after installation should consist of:	
1.1.4.1	confirming that the arrangements of slop tanks or cargo tanks designated as slop tanks, and associated piping systems, are satisfactory (MARPOL 90/04 Annex I reg. 29 and 34);	<input type="checkbox"/> INS
1.1.4.2	confirming the satisfactory installation and operation of the oil discharge monitoring and control system, including any audible or visual alarms, the automatic and manual means to stop the discharge of effluent, the starting interlock, the accuracy of the flow meter and the applicable Resolution's requirements for installation survey (Resolutions A.586(14) or MEPC.108(49), as applicable) (MARPOL 90/04 Annex I reg. 31 and 34);	<input type="checkbox"/> INS
1.1.4.3	confirming that the oil content meter and its recording device are operable and that there is a sufficient supply of consumables for the recording device on board (MARPOL 90/04 Annex I reg. 31 and 34);	<input type="checkbox"/> INS
1.1.4.4	confirming that the approved oil/water interface detectors are on board and are operational (MARPOL 90/04 Annex I reg. 32);	<input type="checkbox"/> INS
1.1.4.5	confirming that the arrangements of pumps, pipes and valves are in accordance with the requirements for segregated ballast systems and that there are no cross connections between the cargo and segregated ballast systems (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/> INS
1.1.4.6	where a portable spool piece is provided for the emergency discharge of segregated ballast by connecting the segregated ballast system to a cargo pump, confirming that non-return valves are fitted on the segregated ballast connections and that the spool piece is mounted in a conspicuous position in the pump room with a permanent notice restricting its use (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/> INS
1.1.4.7	testing ballast pipelines that pass through cargo tanks and those cargo pipelines that pass through ballast tanks to ensure there is no cross contamination (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/> INS
1.1.4.8	confirming that the crude oil washing system is installed in accordance with the approved plans (MARPOL 90/04 Annex I reg. 18 & 33) and, in particular:	
1.1.4.8.1	xamining crude oil washing piping, pumps, valves and deck mounted washing machines for signs of leakage and to check that all anchoring devices for crude oil washing piping are intact and secure;	<input type="checkbox"/> INS
1.1.4.8.2	carrying out pressure testing of the crude oil washing system to 1.5 times the working pressure;	<input type="checkbox"/> INS
1.1.4.8.3	confirming in those cases where drive units are not integral with the tank washing machines, that the number of operational drive units specified in the Manual are on board;	<input type="checkbox"/> INS
1.1.4.8.4	checking that, when fitted, steam heaters for water washing can be properly isolated during crude oil washing operations, either by double shut-off valves or by clearly identifiable blanks;	<input type="checkbox"/> INS
1.1.4.8.5	checking that the prescribed means of communications between the deck watch keeper and the cargo control position is operational;	<input type="checkbox"/> INS
1.1.4.8.6	confirming that an overpressure relief device (or other approved arrangement) is fitted to the pumps supplying the crude oil washing system;	<input type="checkbox"/> INS
1.1.4.8.7	verifying that flexible hoses for supply of oil to the washing machines on combination carriers are of an approved type, are properly stored and are in good condition;	<input type="checkbox"/> INS
1.1.4.9	verifying the effectiveness of the crude oil washing system (MARPOL 90/04 Annex I reg. 33) and, in particular:	

			SURVEY APPLICABLE
1.1.4.9.1	checking that the crude oil washing machines are operable and to observe the proper operation of the washing machines by means of the movement indicators and/or sound patterns or other approved methods;	<input type="checkbox"/>	INS
1.1.4.9.2	checking the effectiveness of the stripping system in appropriate cargo tanks by observing the monitoring equipment and by hand-dipping or other approved means;	<input type="checkbox"/>	INS
1.1.4.9.3	verifying by internal tank inspection after crude oil washing that the installation and operational procedures laid down in the Operations and Equipment Manual are satisfactory;	<input type="checkbox"/>	INS
1.1.4.10	confirming that, where there is a crude oil washing system, an inert gas system has been installed and tested in accordance with the requirements of SOLAS 74/88/2000;	<input type="checkbox"/>	INS
1.1.4.11	confirming, as appropriate, that the arrangements for the prevention of oil pollution in the event of collision or stranding are in accordance with the approved plans (MARPOL 90/04 Annex I reg. 19 to 22);	<input type="checkbox"/>	INS
1.1.4.12	confirming that the piping systems associated with the discharge of dirty ballast water or oil-contaminated water are satisfactory (MARPOL 90/04 Annex I reg. 30);	<input type="checkbox"/>	INS
1.1.4.13	confirming that the observation and discharge control positions for visually observing the discharge of oil-contaminated water, including the testing of the communication system between the two positions are satisfactory (MARPOL 90/04 Annex I reg. 30);	<input type="checkbox"/>	INS
1.1.4.14	confirming that the means of draining cargo pumps and cargo lines, including the provision of a stripping device and the connections for pumping to the slop or cargo tanks or ashore are satisfactory (MARPOL 90/04 Annex I reg. 30);	<input type="checkbox"/>	INS
1.1.4.15	confirming that the arrangements for the part flow system, where fitted, are satisfactory (MARPOL 90/04 Annex I reg. 30);	<input type="checkbox"/>	INS
1.1.4.16	confirming that closing devices installed in the cargo transfer system and cargo piping as appropriate are satisfactory (MARPOL 90/04 Annex I reg. 23 & 26);	<input type="checkbox"/>	INS
1.1.4.17	confirming that the additional subdivision and stability arrangements to prevent progressive flooding are satisfactory (MARPOL 90/04 Annex I reg. 23 & 26).;	<input type="checkbox"/>	INS
1.1.4.18	confirming the arrangements for cargo pump-room bottom protection (double bottom where required) (MARPOL 90/04 Annex I reg.22).	<input type="checkbox"/>	INS
1.1.5	For the oil pollution prevention the check that the documentation has been placed on board cargo ships should consist of:		
1.1.5.1	confirming that certificates for type approval for the oil filtering equipment and oil content meters are available (MARPOL 90/04 Annex I reg. 14);	<input type="checkbox"/>	INS
1.1.5.2	confirming that the Oil Record Book (Part I) has been provided (MARPOL 90/04 Annex I reg. 17).	<input type="checkbox"/>	INS
1.1.5.3	confirming that the shipboard oil pollution emergency plan or in the case of a chemical/product tanker a shipboard marine pollution emergency plan has been provided (MARPOL 90/04 Annex I reg. 37);	<input type="checkbox"/>	INS
1.1.5.4	Confirming, as appropriate, that the Operating and Maintenance manuals for the 15ppm bilge separator and 15ppm bilge alarm are available.	<input type="checkbox"/>	INS
1.1.6	For the oil pollution prevention the check that the documentation has been placed on board oil tankers should additionally consist of:		
1.1.6.1	confirming that, if applicable, a Dedicated Clean Ballast Tank Operation Manual has been provided (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/>	INS
1.1.6.2	confirming that, if applicable, a Crude Oil Washing Operations and Equipment Manual has been provided (MARPOL 90/04 Annex I reg. 35);	<input type="checkbox"/>	INS
1.1.6.3	confirming that an operations manual for the oil discharge monitoring and control system has been provided together with any other documentation requested by the applicable Resolution (Resolutions A.586(14) or MEPC.108(49), as applicable) (MARPOL 90/04 Annex I reg. 31);	<input type="checkbox"/>	INS
1.1.6.4	confirming that certificates for type approval for the oil content meters, oil discharge monitoring and control system and oil/water interface detectors are available (MARPOL 90/04 Annex I reg. 31 and 32);	<input type="checkbox"/>	INS
1.1.6.5	confirming that an Oil Record Book (Part II) has been provided (MARPOL 90/04 Annex I reg. 36);	<input type="checkbox"/>	INS
1.1.6.6	confirming that the instructions for the operation of the part flow system have been provided or included in the ship's cargo and ballast handling manuals (MARPOL 90/04 Annex I reg. 30.6.5);	<input type="checkbox"/>	INS
1.1.6.7	confirming that the information and data concerning the subdivision and damage stability has been provided (MARPOL 90/04 Annex I reg. 28);	<input type="checkbox"/>	INS
1.1.6.8	confirming that the shipboard oil pollution emergency plan or in the case of a chemical/product tanker a shipboard marine pollution emergency plan has been provided (MARPOL 90/04 Annex I reg. 37);	<input type="checkbox"/>	INS
1.1.6.9	confirming , for oil tanker of 5,000 deadweight and above delivered on/after 1 February 2002, the intact stability has been approved (MARPOL 90/04 Annex I regs.27);	<input type="checkbox"/>	INS

			SURVEY APPLICABLE
1.1.6.10	confirming, for oil tankers of 5,000 deadweight and above that arrangements are in place to provide prompt access to shore based damage stability and residual structural strength computerised calculation programmes (MARPOL 90/04 Annex I reg. 37.4).	<input type="checkbox"/>	INS
1.1.7	For the oil pollution prevention the completion of initial survey should consist of:		
1.1.7.1	after satisfactory survey, the International Oil Pollution Prevention Certificate should be issued.	<input type="checkbox"/>	INS
1.2	Annual surveys		
1.2.1	For the oil pollution prevention the examination of current certificates and other records should consist of:		
1.2.1.1	checking whether any new equipment has been fitted and, if so, confirm that it has been approved before installation and that any changes are reflected in the appropriate certificate;	<input type="checkbox"/>	AS,IS,RS
1.2.1.2	checking from the certificates for the type approval of the oil filtering equipment (MARPOL 90/04 Annex I reg. 14 and 15);	<input checked="" type="checkbox"/>	AS,IS,RS
1.2.1.3	checking, when appropriate, that the Operating and Maintenance manuals for the 15ppm bilge separator and 15ppm bilge alarm are available on board;	<input checked="" type="checkbox"/>	AS,IS,RS
1.2.1.4	verifying, if applicable, that the 15ppm bilge alarm has been calibrated by the manufacturer or a person authorized by the manufacturer and that a valid calibration certificate is available on board (For installations complying with Resolution MEPC.107(49));	<input type="checkbox"/>	AS,IS,RS
1.2.1.5	checking whether the appropriate entries have been made in Part I of the Oil Record Book (MARPOL 90/04 Annex I reg. 17);	<input checked="" type="checkbox"/>	AS,IS,RS
1.2.2	For the oil pollution prevention the examination of current certificates and other records for oil tankers should additionally consist of:		
1.2.2.1	confirming that the approved Dedicated Clean Ballast Tank Operation Manual, and/or the approved Operations and Equipment Manual for the Crude Oil Washing Systems, as appropriate, is/are on board (MARPOL 90/04 Annex I reg. 18 and 35);	<input type="checkbox"/>	AS,IS,RS
1.2.2.2	confirming that, when appropriate, the approved operational procedures for existing oil tankers having special ballast arrangements are on board (MARPOL 90/04 Annex I reg. 18); [Note:-This requirement will be obsolete with effect from June 2008 as all such tankers will be phased out under reg. 20]	<input type="checkbox"/>	AS,IS,RS
1.2.2.3	confirming, when appropriate, that a CAS Statement of Compliance together with the CAS Final Report (Refer to Resolution MEPC.94(46) as amended - Condition Assessment Scheme) are on board (MARPOL 90/04, Annex I, regulations 20.6, 20.7 & 21.6);	<input type="checkbox"/>	AS,IS,RS
1.2.2.4	confirming that the Operating and Maintenance manual for the oil discharge monitoring and control system, is on board (MARPOL 90/04 Annex I reg. 31);	<input type="checkbox"/>	AS,IS,RS
1.2.2.5	confirming that a valid calibration certificate of the oil discharge monitoring equipment is available on board (For installations complying with Resolution MEPC.108(49));	<input type="checkbox"/>	AS,IS,RS
1.2.2.6	checking whether the appropriate entries have been made in Part II of the Oil Record Book (MARPOL 90/04 Annex I reg. 36);	<input type="checkbox"/>	AS,IS,RS
1.2.2.7	confirming that for oil tankers of 5,000 deadweight and above delivered on/after 1 February 2002 the loading conditions and intact stability information in an approved form is on board (MARPOL 90/04 Annex I reg. 27).;	<input type="checkbox"/>	AS,IS,RS
1.2.2.8	confirming that subdivision and damage stability in an approved form, where applicable, is on board (MARPOL 90/04 Annex I reg.28);	<input type="checkbox"/>	AS,IS,RS
1.2.2.9	confirming that the shipboard oil pollution emergency plan or in the case of a chemical/product tanker a shipboard marine pollution emergency plan has been provided (MARPOL 90/04 Annex I reg. 37);	<input type="checkbox"/>	AS,IS,RS
1.2.2.10	checking the certificates for the type approval of the oil pollution prevention equipment, such as the oil content meters and oil/water interface detectors, and sighting the records of the various oil discharge monitoring equipment, as applicable (MARPOL 90/04 Annex I reg.31);	<input type="checkbox"/>	AS,IS,RS
1.2.2.11	checking that the ship is allowed continued operation according to the phase out scheme of MARPOL 90/04 Annex I reg.20).	<input type="checkbox"/>	AS,IS,RS
1.2.3	For the oil pollution prevention the annual survey should consist of:		
1.2.3.1	examining externally the oil filtering equipment and confirming, as far as practicable, its satisfactory operation including, when appropriate, examining externally the oil filtering equipment and confirming, as far as practicable, its satisfactory operation including, when appropriate, testing the operation of the automatic means provided to stop the discharge of effluent and the alarm for the oil filtering equipment (MARPOL 90/04 Annex I reg. 14 and 15);	<input checked="" type="checkbox"/>	AS,IS,RS
1.2.3.2	testing, where fitted, the oil filtering equipment required for discharge in special areas (MARPOL 90/04 Annex I reg. 15);	<input type="checkbox"/>	AS,IS,RS
1.2.3.3	confirming the segregation of oil fuel and water ballast systems and that the arrangements prohibit the carriage of oil in forepeak tanks or in spaces forward of the collision bulkheads (MARPOL 90/04 Annex I reg. 16);	<input checked="" type="checkbox"/>	AS,IS,RS

			SURVEY APPLICABLE
1.2.3.4	checking that the arrangement of oily residue (sludge) tank and its discharge arrangements are satisfactory and confirming that, where applicable, homogenizers, sludge incinerators or other recognised means for the control of sludge are satisfactory (MARPOL 90/04 Annex I reg. 12);	<input checked="" type="checkbox"/>	AS,IS,RS
1.2.3.5	confirming that a standard discharge connection is provided (MARPOL 90/04 Annex I reg. 13).	<input checked="" type="checkbox"/>	AS,IS,RS
1.2.4	For oil pollution prevention the annual survey of the additional requirements for oil tankers should consist of:		
1.2.4.1	examining the oil discharge monitoring and control system and its associated equipment (MARPOL 90/04 Annex I reg. 31) and, in particular:		
1.2.4.1.1	examining externally the system and equipment and, if applicable, verifying that the instrument is properly sealed;	<input type="checkbox"/>	AS,IS,RS
1.2.4.1.2	confirming, as far as practicable, the satisfactory operation of the oil discharge monitoring and control system including the oil content meter and, where applicable, the automatic and manual means provided to stop the discharge of effluent and the starting interlock;	<input type="checkbox"/>	AS,IS,RS
1.2.4.1.3	observing that indicators and recording devices are operable and verifying that sufficient supply of consumables for the recorders are on board;	<input type="checkbox"/>	AS,IS,RS
1.2.4.1.4	testing, as far as practicable, any audible or visual alarms fitted to the oil discharge monitoring and control system;	<input type="checkbox"/>	AS,IS,RS
1.2.4.2	examining, as far as practicable, the oil/water interface detectors (MARPOL 90/04 Annex I reg. 32);	<input type="checkbox"/>	AS,IS,RS
1.2.4.3	confirming that no cross connections have been fitted between the cargo and segregated ballast systems (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/>	AS,IS,RS
1.2.4.4	where a portable spool piece is provided for the emergency discharge of segregated ballast by connecting the segregated ballast system to a cargo pump, confirming that non-return valves are fitted on the segregated ballast connections and that the spool piece is mounted in a conspicuous position in the pump room with a permanent notice restricting its use (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/>	AS,IS,RS
1.2.4.5	confirming by sighting that there has been no contamination with oil in the segregated ballast tanks (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/>	AS,IS,RS
1.2.4.6	confirming, as far as practicable, that the dedicated clean ballast tank arrangement remains satisfactory (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/>	AS,IS,RS
1.2.4.7	confirming by sighting that there has been no contamination with oil in the dedicated clean ballast tanks (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/>	AS,IS,RS
1.2.4.8	confirming, as far as practicable, that the crude oil washing system remains satisfactory (MARPOL 90/04 Annex I reg. 33) and in particular:		
1.2.4.8.1	examining externally the crude oil washing piping, pumps, valves and deck mounted washing machines for signs of leakage and checking that all anchoring devices for crude oil washing piping are intact and secure;	<input type="checkbox"/>	AS,IS,RS
1.2.4.8.2	confirming, in those cases where drive units are not integral with the tank cleaning machines, that the number of operational drive units as specified in the Manual are on board;	<input type="checkbox"/>	AS,IS,RS
1.2.4.8.3	checking that, when fitted, steam heaters for water washing can be properly isolated during crude oil washing operations, either by double shut-off valves or clearly identifiable blanks;	<input type="checkbox"/>	AS,IS,RS
1.2.4.8.4	checking that the prescribed means of communications between the deck watch keeper and the cargo control position is operational;	<input type="checkbox"/>	AS,IS,RS
1.2.4.8.5	confirming that an overpressure relief device (or other approved arrangement) is fitted to the pumps supplying the crude oil washing systems;	<input type="checkbox"/>	AS,IS,RS
1.2.4.8.6	confirming that flexible hoses for supply of oil to the washing machines on combination carriers, are of an approved type, are properly stored and are in good condition;	<input type="checkbox"/>	AS,IS,RS
1.2.4.9	verifying, where applicable and as far as practicable, the effectiveness of the crude-oil washing system (MARPOL 90/04 Annex I reg. 33) and, in particular:		
1.2.4.9.1	checking tanks containing departure and/or arrival ballast water, as applicable, to confirm the effectiveness of the cleaning and stripping;	<input type="checkbox"/>	AS,IS,RS
1.2.4.9.2	checking, as far as practicable, that the crude oil washing machines are operable and, when the survey is carried out during crude oil washing operations, observing the proper operation of the washing machines by means of the movement indicators and/or sound patterns or other approved methods;	<input type="checkbox"/>	AS,IS,RS
1.2.4.9.3	checking, as far as practicable, the effectiveness of the stripping system in appropriate cargo tanks by observing the monitoring equipment and by hand dipping or other approved means;	<input type="checkbox"/>	AS,IS,RS
1.2.4.10	confirming that on those existing tankers operating with special ballast arrangements, the arrangements are as approved and are satisfactory (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/>	AS,IS,RS
1.2.4.11	confirming, as appropriate and as practicable, that the arrangements for the prevention of oil pollution in the event of collision or stranding are approved and are satisfactory (MARPOL 90/04 Annex I reg. 19 to 22);	<input type="checkbox"/>	AS,IS,RS

			SURVEY APPLICABLE
1.2.4.12	examining the piping systems associated with the discharge of dirty or oil contaminated water including the part flow system, if fitted (MARPOL 90/04 Annex I reg. 30);	<input type="checkbox"/>	AS,IS,RS
1.2.4.13	testing the communication system between the observation and discharge control positions (MARPOL 90/04 Annex I reg. 30);	<input type="checkbox"/>	AS,IS,RS
1.2.4.14	examining the means of draining cargo pumps and cargo lines, including the stripping device and the connections for pumping to the slop or cargo tanks or ashore (MARPOL 90/04 Annex I reg. 30);	<input type="checkbox"/>	AS,IS,RS
1.2.4.15	confirming for oil tankers of 5,000 Deadweight and above, that arrangements are in place to provide prompt access to shore based damage stability and residual structural strength computerised calculation programmes (MARPOL 90/04 Annex I reg. 37.4).	<input type="checkbox"/>	AS,IS,RS
1.2.5	For the oil pollution prevention the completion of the annual survey should consist of:		
1.2.5.1	after a satisfactory survey, the International Oil Pollution Prevention Certificate should be endorsed;	<input checked="" type="checkbox"/>	AS
1.2.5.2	if the survey shows that the condition of a ship or its equipment is unsatisfactory,- the corrective action be taken immediately and the Administration notified in due course	<input type="checkbox"/>	AS
1.2.5.3	if the survey shows that the condition of a ship or its equipment is unsatisfactory,--In cases where the corrective action has not been undertaken the relevant certificate should be withdrawn and the Administration notified immediately. If the ship is in the port of another Party, the appropriate authorities of the port State also notified immediately	<input type="checkbox"/>	AS
1.3	Intermediate surveys		
1.3.1	For the oil pollution prevention the examination of current certificates and other records should consist of:		
1.3.1.1	the provisions of paragraph 1 of Annual Surveys.	<input type="checkbox"/>	IS,RS
1.3.2	For the oil pollution prevention the examination of current certificates and other records for oil tankers should additionally consist of:		
1.3.2.1	the provisions of paragraph 2 of Annual Surveys.	<input type="checkbox"/>	IS,RS
1.3.3	For oil pollution prevention the intermediate survey should consist of:		
1.3.3.1	the provisions of paragraph 3 of Annual Surveys;	<input type="checkbox"/>	IS,RS
1.3.3.2	examining the oily-water separating equipment or oil filtering equipment or process unit, where fitted, including associated pumps, piping and fittings for wear and corrosion (MARPOL 90/04 Annex I reg. 14 & 15);	<input type="checkbox"/>	IS,RS
1.3.3.3	examining the oil content meter (15 ppm alarm and bilge monitor) for obvious defects, deterioration or damage and checking the record of calibration of the meter when done in accordance with the manufacturer's operation and instruction manual (MARPOL 90/04 Annex I reg.14).	<input type="checkbox"/>	IS,RS
1.3.4	For oil pollution prevention the intermediate survey of the additional requirements for oil tankers should consist of:		
1.3.4.1	the provisions of paragraph 4 of Annual Surveys;	<input type="checkbox"/>	IS,RS
1.3.4.2	examining the oil discharge monitoring and control system and the oil content meter for obvious defects, deterioration or damage, and to check the record or calibration of the meter when done in accordance with the manufacturer's operation and instruction manual (MARPOL 90/04 Annex I reg. 31);	<input type="checkbox"/>	IS,RS
1.3.4.3	confirming the satisfactory operation of the oil/water interface detectors (MARPOL 90/04 Annex I reg. 32);	<input type="checkbox"/>	IS,RS
1.3.4.4	for the crude oil washing system (MARPOL 90/04 Annex I reg. 33):		
1.3.4.4.1	examining the crude oil washing piping outside the cargo tanks. If upon examination there is any doubt as to its condition, the piping may be required to be pressure tested, gauged or both. Particular attention should be paid to any repairs such as welded doublers;	<input type="checkbox"/>	IS,RS
1.3.4.4.2	confirming the satisfactory operation of the isolation valves to steam heaters for washing water, when fitted;	<input type="checkbox"/>	IS,RS
1.3.4.4.3	examining at least two selected cargo tanks for the express purpose of verifying the continued effectiveness of the installed crude oil washing and stripping systems. If the tank cannot be gas-freed for the safe entry of the surveyor, an internal examination should not be conducted. In this case this examination may be conducted in conjunction with the internal examination of cargo tanks;	<input type="checkbox"/>	IS,RS
1.3.4.5	examining the manual and/or remote operation of the individual tank valves (or other similar closing devices) to be kept closed at sea (MARPOL 90/04 Annex I reg. 23 & 26).	<input type="checkbox"/>	IS,RS
1.3.5	For the oil pollution prevention the completion of the intermediate survey should consist of:		
1.3.5.1	after a satisfactory survey, the International Oil Pollution Prevention Certificate should be endorsed;	<input type="checkbox"/>	IS

		SURVEY APPLICABLE	
1.3.5.2	if the survey shows that the condition of a ship or its equipment is unsatisfactory,- the corrective action be taken immediately and the Administration notified in due course	<input type="checkbox"/>	IS
1.3.5.3	if the survey shows that the condition of a ship or its equipment is unsatisfactory,--In cases where the corrective action has not been undertaken the relevant certificate should be withdrawn and the Administration notified immediately. If the ship is in the port of another Party, the appropriate authorities of the port State also notified immediately	<input type="checkbox"/>	IS
1.4	Renewal surveys		
1.4.1	For the oil pollution prevention the examination of current certificates and other records should consist of:		
1.4.1.1	the provisions of paragraph 1 of Annual Surveys, except for the validity of the International Oil Pollution Prevention Certificate.;	<input type="checkbox"/>	RS
1.4.1.2	verifying that, if applicable, the 15ppm bilge alarm has been calibrated by the manufacturer or a person authorized by the manufacturer and that a valid calibration certificate is available on board (For installations complying with Resolution MEPC.107(49)).	<input type="checkbox"/>	RS
1.4.2	For the oil pollution prevention the examination of current certificates and other records for tankers should additionally consist of:		
1.4.2.1	the provisions of paragraph 2 of Annual Surveys;	<input type="checkbox"/>	RS
1.4.2.2	verifying that, if applicable, the Oil Discharge Monitoring equipment has been calibrated and that a valid calibration certificate is available on board (For installations complying with Resolution MEPC.108(49)).	<input type="checkbox"/>	RS
1.4.3	For oil pollution prevention the renewal survey should consist of:		
1.4.3.1	the provisions of paragraph 3 of Intermediate Surveys;	<input type="checkbox"/>	RS
1.4.3.2	confirming, if necessary by simulated test or equivalent, the satisfactory operation of the oily-water separating equipment or oil filtering equipment (MARPOL 90/04 Annex I reg. 15);	<input type="checkbox"/>	RS
1.4.3.3	confirming, if necessary by simulated test or equivalent, the satisfactory operation of the oil discharge monitoring and control system including where practicable the automatic and manual operation of the means provided to stop the discharge of effluent (MARPOL 90/04 Annex I reg. 15);	<input type="checkbox"/>	RS
1.4.3.4	confirming the satisfactory operation of the alarm for the oil filtering system (MARPOL 90/04 Annex I reg. 15);	<input type="checkbox"/>	RS
1.4.3.5	confirming the satisfactory operation of homogenizers, sludge incinerators or other recognized means for the control of sludge when the size of oily residue (sludge) tank is approved on the basis of such installations (MARPOL 90/04 Annex I reg.12).	<input type="checkbox"/>	RS
1.4.4	For oil pollution prevention the renewal survey of the additional requirements for oil tankers should consist of:		
1.4.4.1	the provisions of paragraph 4 of Intermediate Surveys;	<input type="checkbox"/>	RS
1.4.4.2	confirming that the arrangements of slop tanks or cargo tanks designated as slop tanks and associated piping systems are satisfactory (MARPOL 90/04 Annex I reg. 29 and 34);	<input type="checkbox"/>	RS
1.4.4.3	confirming, if necessary by simulated test or equivalent, the satisfactory operation of the oil discharge monitoring and control system and its associated equipment, including the oil/water interface detectors (MARPOL 90/04 Annex I reg. 31 and 32);	<input type="checkbox"/>	RS
1.4.4.4	confirming that the arrangements of pumps, pipes and valves are in accordance with the requirements for SBT systems (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/>	RS
1.4.4.5	confirming that the arrangements of pumps, pipes and valves are in accordance with the Revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks (MARPOL 90/04 Annex I reg. 18);	<input type="checkbox"/>	RS
1.4.4.6	confirming that the crude oil washing system is in accordance with the requirements for such systems (MARPOL 90/04 Annex I reg. 33) and, in particular:		
1.4.4.6.1	carrying out pressure testing of the crude oil washing system to at least the working pressure;	<input type="checkbox"/>	RS
1.4.4.6.2	examining the cargo tanks for the express purpose of verifying the continued effectiveness of the installed crude oil washing and stripping systems;	<input type="checkbox"/>	RS
1.4.4.6.3	examining internally, when fitted, the isolation valves for any steam heaters;	<input type="checkbox"/>	RS
1.4.4.7	verifying, by internal tank inspection or by another alternative method acceptable to the Administration, the effectiveness of the crude oil washing system. If the tank cannot be gas-freed for the safe entry of the surveyor, an internal inspection should not be conducted. An acceptable alternative would be satisfactory results during the surveys required by (OA) 1.2.4.9 (MARPOL 90/04 Annex I reg. 33);	<input type="checkbox"/>	RS
1.4.4.8	confirming that there is no leakage from those ballast pipelines passing through cargo tanks and those cargo pipelines passing through ballast tanks (MARPOL 90/04 Annex I reg. 18 and 33);	<input type="checkbox"/>	RS
1.4.4.9	confirming that the pumping, piping and discharge arrangements are satisfactory (MARPOL 90/04 Annex I reg. 30) and, in particular:		

		SURVEY APPLICABLE	
1.4.4.9.1	confirming that the piping systems associated with the discharge of dirty ballast water or oil contaminated water are satisfactory;	<input type="checkbox"/>	RS
1.4.4.9.2	confirming that the means of draining cargo pumps and cargo lines, including the stripping device and the connections for pumping to the slop or cargo tanks or ashore are satisfactory;	<input type="checkbox"/>	RS
1.4.4.9.3	confirming that the arrangements for the part flow system, where fitted, are satisfactory;	<input type="checkbox"/>	RS
1.4.4.10	confirming that closing devices installed in the cargo transfer system and cargo piping as appropriate are satisfactory (MARPOL 90/04 Annex I reg. 23 and 26);	<input type="checkbox"/>	RS
1.4.4.11	confirming, as appropriate and as practicable, that the arrangements for the prevention of oil pollution in the event of collision or stranding are satisfactory (MARPOL 90/04 Annex I reg. 19 to 22).;	<input type="checkbox"/>	RS
1.4.4.12	confirming for oil tankers of 5,000 Deadweight and above that arrangements are in place to provide prompt access to shore based damage stability and residual structural strength computerised calculation programmes (MARPOL 90/04 Annex I reg. 37.4).	<input type="checkbox"/>	RS
1.4.5	For the oil pollution prevention the completion of the renewal survey should consist of:		
1.4.5.1	after satisfactory survey, the International Oil Pollution Prevention Certificate should be issued.	<input type="checkbox"/>	RS

Place Port Alfred, CanadaDate November 4, 2010

(TIAN BIN)

Surveyor to CHINA CLASSIFICATION SOCIETY
On behalf of Marine Department, Hong Kong, China

CCS

 Applicable and in order
 Outstanding recommendation
 Not applicable
 Nil Equipment