

**CLASS ANNUAL SURVEY/INTERMEDIATE SURVEY/SPECIAL SURVEY/  
GENERAL EXAMINATION\* CHECKLIST FOR OIL TANKER**

**Ship Name:** ..... **Report No.:** ..... **I.R. No.:** .....

NOTES
1. Refer BWM statutory checklist for items related to BWM survey when class & statutory survey for BWM carried out concurrently.

<b>DOCUMENTATION</b>
<b>STATUTORY CERTIFICATES</b> Valid Statutory certificates available on board.
<b>APPROVED TRIM &amp; STABILITY INFORMATION</b> Confirmation of availability of trim and stability booklet approved by administration.
<b>MANOEUVRING BOOKLET</b> Confirmation that the manoeuvring booklet is on board and that the manoeuvring information is displayed on the navigating bridge.
<b>FIRE CONTROL PLANS</b> Verification of proper posting of fire control plans (including duplicate sets permanently stored in a prominently marked weathertight enclosures outside deckhouse.
<b>STEERING GEAR ENTRIES REQUIRED BY SOLAS/FLAG</b> Verification of entries made in the ship's log for departure steering checks & Emergency steering drills.
<b>DAMAGE STABILITY</b> Availability of damage stability information.
<b>LOADING MANUAL</b> Verification that vessel has an approved Loading Manual.
<b>I.G. SYSTEM OPERATIONAL MANUAL</b> Verification for availability of I.G. Instruction manual. (operation, maintenance, safety, health hazard etc.)
<b>ESP DOCUMENT</b> Availability of ESP documents on board.
<b>THE SHIP STRUCTURE ACCESS MANUAL</b> Checking availability of the Ship Structure Access Manual. (Note: Applicable for ships of 500 GT and over, constructed on or after 1 <sup>st</sup> Jan. 2006)
<b>CONSTRUCTION DRAWINGS MAINTAINED ON BOARD</b> Confirmation that structural alterations performed, if any, have been approved by the classification society and reported on the as-built drawings kept on board. (constructed on or after 1 <sup>st</sup> Jan. 2007)
<b>EMERGENCY TOWING PROCEDURES</b> Confirmation that ship specific emergency towing procedures available on board.
<b>CORROSION PROTECTION OF CARGO OIL TANKS OF CRUDE OIL TANKER IN ACCORDANCE WITH IMO PSPC</b> Confirmation that a technical file verified by the Administration is available on board and that the maintenance, repair and partial recoating of cargo oil tanks of crude oil tankers are recorded in the coating technical file. (Note: Applicable to crude oil tankers of 5000DWT and above for which building contract placed on or after 01/01/2013 or in absence of building contract, keel laid or at a similar stage of construction on or after 01/07/2013 or delivery is on or after 01/01/2016).
<b>CLASS CERTIFICATE</b> Confirmation that the survey/general examination* completed satisfactorily and Certificate extended/Full-Term Certificate issued/Full-Term Certificate endorsed/interim certificate issued/short term certificate issued*

**Condition to be reported using number code as follows:**

1. When examined found to be satisfactory and/or examined/tested satisfactory and/or confirmed arrangements exist in satisfactory condition. No repairs considered necessary this time.
2. Repairs now recommended and were carried out satisfactorily. After repairs found to be satisfactory and/or examined / tested satisfactorily and/or confirmed arrangements exist in satisfactory condition.
3. Repairs now recommended and remain outstanding.
4. Opportunity to examine/test was not provided this time. Remains outstanding.

NA - Not Applicable

<p><b>DAMAGE CONTROL PLAN &amp; BOOKLET:</b> Verification that damage control plan and booklet are available. (Note: Applicable for vessels of 500 GT and over, keel laid on or after 01/01/2009.)</p>
<p><b>DOCUMENT OF APPROVAL FOR STABILITY INSTRUMENT:</b> Confirm vessel is provided with DOA for stability instrument. (Note: Applicable for new vessel keel laid on or after 01/01/2016 and existing vessel first renewal survey on or after 01/01/2016).</p>
<p><b>COATING TECHNICAL FILE:</b> Confirm that Coating Technical File is available on board and maintained. (Note: Applicable for ships of not less than 500 gross tonnage provided with dedicated seawater ballast tanks for which the building contract is placed on or after 01/07/2008 or the keels of which are laid on or after 01/01/2009 or which are delivered on or after 01/07/2012.)</p>
<p><b>SHIP CONSTRUCTION FILE (SCF):</b> Confirming availability of Ship Construction File. <b>A</b> – For the SCF stored on board ship, the Surveyor is to examine the information on board ship. In cases where any major event, including, but not limited to, substantial repair and conversion, or any modification to the ship structures, the surveyor is to also verify that the updated information is kept on board the ship. If the updating of the SCF onboard is not completed at the time of survey, the Surveyor is to record it and request for confirmation at the next periodical survey. <b>B</b> – For the SCF stored on shore archive, the Surveyor is to examine the list of information included on shore archive. In cases where any major event, including, but not limited to, substantial repair and conversion, or any modification to the ship structures, the Surveyor is to also verify that the updated information is stored on shore archive by examining the list of information included on shore archive or kept on board the ship. In addition, the Surveyor is to confirm that the service contract with the Archive Center is valid. If the updating of the SCF Supplement ashore is not completed at the time of survey, the Surveyor is to record it and request for confirmation at the next periodical survey. (Note: Applicable for oil tanker of 150 m length &amp; above as per SOLAS Chapter II-1, Part A-1, Regulation 3-10 (built to Goal Based Standards))</p>
<p><b>HARMONIC DISTORTION RECORD FOR VESSEL FITTED WITH HARMONIC FILTER.</b> Verification of annual measurement record of harmonic distortion level at bus bar (Applicable for vessel keel laid before 1 July 2017 and for any modification on electrical distribution system on existing vessel, total distortion measured along with equipment running at the time of measurement to be recorded)</p>
<p><b>OPERATIONAL MANUAL FOR EFFECT OF HARMONIC FILTER</b> Verification that following document are available on board.</p> <ol style="list-style-type: none"> <li>1) Effect of failure on harmonic filter on electrical distribution system.</li> <li>2) Permitted modes of operation for maintaining harmonic distortion level within acceptable limit during normal operation and during failure of filter.</li> <li>3) Approved copy of relaxation on allowable distortion limit, if any</li> <li>4) Record of harmonic distortion level measured.</li> </ol> <p>(Note: Applicable for vessel keel laid on or after 01 July 2017 and on exiting ship retrofitted with harmonic filter on or after 01 July 2017.)</p>
<p><b>ALTERNATIVE DESIGN &amp; ARRANGEMENTS:</b> Confirm that, where applicable, the approved documentation for the alternative design and arrangement is on board.</p>
<p><b>HULL AND WEATHER DECK</b></p>
<p><b>SUPERSTRUCTURES, DECKHOUSES &amp; WHEELHOUSES</b> Verification gas tight condition of wheelhouse doors and windows, fixed type side scuttles and windows in superstructure and deckhouse ends facing the cargo area and gas tight bulkhead penetrations.</p>
<p><b>CARGO, OILY SLOP &amp; BALLAST TANK OPENINGS</b> Openings including gaskets, covers, coamings, flame screens and fasteners examined for condition and signs of leakages.</p>

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<p><b>CARGO TANK VENTING ARRANGEMENTS</b> Pressure/Vacuum valves and mast risers including secondary means of venting (could be cargo tank pressure monitoring system, P/V valves or IG system P/V breaker) examined for proper operation, absence of oil carry over, flame screens, condition and maintenance records. Examining the cargo tank pressure/vacuum valves and devices to prevent the passage of flame.</p>
<p><b>CARGO, COW, OILY SLOP &amp; BALLAST TANK PIPING SYSTEMS</b> Cargo, crude oil washing, bunker, ballast and vent piping systems including COW deck machines, valves, vent masts and headers visually examined and records of testing verified (no soft patches allowed).</p>
<p><b>EMERGENCY TOWING ARRANGEMENT</b> Examining the towing arrangements and verification of operational readiness (Applicable for vessels of 20,000 DWT and above)</p>
<p><b>WATER TIGHT DOORS AND CONTROLS</b> Examining and testing (locally and remotely) all the watertight doors in watertight bulkheads including indicating lights and alarms.</p>
<p><b>FIRE DOORS AND CONTROLS</b> a. Examination of manual/automatic fire doors, verification of their satisfactory operation and confirmation that no holding back arrangements exist and arrangements for self-closing &amp; locking are in order. (Note: Hold-back arrangements fitted with remote-release devices of the fail-safe type may be utilized) b. Confirmation that fire doors provided between machinery space and steering gear compartment are of gastight, self-closing type and without any hold back arrangements. (Note: applicable where emergency fire pump is in steering gear compartment)</p>
<p><b>ANCHORING &amp; MOORING EQUIPMENT</b> Examining the anchoring equipment &amp; mooring equipment. At renewal survey, during the examination, anchors are lowered and raised using the windlass.</p>
<p><b>SOUNDING PIPES</b> Sounding pipes, including self-closing devices on short sounding pipes.</p>
<p><b>HATCHWAYS, COAMING AND COVERS</b> Examination and testing of hatchways on freeboard and superstructure decks including efficient condition of closing appliances.</p>
<p><b>WEATHER DECKS</b> Examination of weather decks.</p>
<p><b>HULL MARKINGS</b> Verification that hull markings such as freeboard markings, draft markings, vessel name, IMO number, port of registry are legible and in satisfactory condition.</p>
<p><b>VENTILATORS</b> Examination and or testing of ventilators including efficiency of their closing appliances.</p>
<p><b>WINDOWS, SIDE SCUTTLES AND DEAD LIGHTS</b> Examination and or testing of windows, side scuttles and dead lights.</p>
<p><b>SCUPPERS, SANITARY DISCHARGES, VALVES AND CONTROLS</b> Examination scuppers and sanitary discharges and valves together with valves and their control gear.</p>
<p><b>SKYLIGHTS AND FIDDLEY OPENINGS</b> Examination and or testing of skylights and fiddley openings including their closing appliances.</p>
<p><b>EXPOSED CASINGS, DECK HOUSES, COMPANION WAYS AND SUPERSTRUCTURES</b> Examination and/testing of exposed casings, deck houses, companionways and superstructure bulkheads including closing appliances.</p>
<p><b>REFUSE CHUTES etc., AND OTHER OPENINGS</b> Examination and/or testing including their closing appliances.</p>

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<p><b>GUARD RAILS AND/OR BULWARKS</b> Examination of the condition and arrangement.</p>
<p><b>FITTINGS FOR TIMBER DECK CARGOES</b> Examination of the condition and arrangement.</p>
<p><b>COLLISION &amp; WATERTIGHT BULKHEAD OPENINGS</b> Examining the collision and the other watertight bulkheads as far as can be seen. Watertight bulkheads penetrations examination as far as practicable for satisfactory condition.</p>
<p><b>TUNNEL</b> Tunnel closing arrangements, lighting and notices.</p>
<p><b>MASTS AND STANDING RIGGING</b> Masts, Derricks &amp; Crane columns including their standing rigging.</p>
<p><b>FLUSH DECK SCUTTLES</b> Flush Deck scuttles including their closing appliances.</p>
<p><b>TIGHTNESS TESTING OF CLOSING APPLIANCES</b> Where tightness testing of closing appliances such as hatches, doors, etc. is carried out with ultrasonic equipment, confirmation that firm engaged in tightness testing is approved. Name of the firm:..... IRS approval certificate Number..... Validity.....</p>
<p><b>THICKNESS MEASUREMENT</b> Where thickness measurements on structure/plating of the vessel is carried out, confirmation that firm engaged in thickness measurement on vessel is approved. Name of the firm:..... IRS approval certificate Number..... Validity.....</p>
<p><b>REMOTE INSPECTION TECHNIQUES (RIT)</b> Where remote inspection techniques are used in survey, confirmation that firm engaged for RIT is approved. Name of the firm:..... IRS approval certificate Number..... Validity.....</p>
<p><b>NON-DESTRUCTIVE TESTING (NDT)</b> Where NDT carried out onboard, confirmation that the firm providing NDT services is approved. Name of the firm:..... Approval certificate Number..... Issuing Authority..... Validity.....</p>
<p><b>SAFE ACCESS TO BOW</b> Examining arrangements of safe access to bow including the paint applied should be of anti-slip type, trends, side stringer cross member, decking, deck plate, stanchion, right hand rails, hand ropes and all support points.</p>
<p><b>BOW AND STERN LOADING</b> Confirmation, when applicable Bow or Stern loading and unloading arrangement in order and testing of means of communication and remote shut down for cargo pump in satisfactory condition.</p>
<p><b>COMPANIONWAYS</b> Verification of Companionways and posting of appropriate notices.</p>
<p><b>AIR PIPES</b> Examination and or testing of air pipes including efficiency of their closing appliances, weld connection between Air pipes and deck plating. Examining and confirming that vents from bunker tanks, oily ballast, oily slop tanks, void spaces and ballast tanks (with cathodic protection) are equipped with flame screens and mesh provided are in satisfactory condition.</p>
<p><b>FREEING PORTS</b> Examination of the condition and arrangement including shutters and crew protection bars.</p>

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<p><b>GANGWAYS, LIFELINES AND MEANS OF EMBARKATION/DISEMBARKATION</b></p> <p>a. Satisfactory examination of various items pertaining to lifelines, accommodation ladder, gangways, Davits, Winches. Verification of inspection and maintenance records.</p> <p>b. Confirmation that embarkation ladder and accommodation ladder including safety net are in satisfactory condition and marked with safe working load.</p>
<p><b>UPGRADATION/REPAIR TO COATING</b></p> <p>Confirmation that maintenance, repair and partial recoating had been done as per manufacturer's specification using acceptable coating system, suitable surface preparation and adequate film thickness under the supervision of coating manufacturer's representative/coating inspector. These had been verified through stage/patrol inspection during survey and considered acceptable.</p> <p>Confirmation that in-service maintenance and repair activities of coating systems in cargo oil tanks are recorded in the coating technical file.</p> <p>(Note: Ballast tank/Cargo oil tank for which coating condition was upgraded to "GOOD" this time during survey are to be listed in the "Remark" section.)</p>
<p><b>WATERTIGHT CABLE TRANSIT SEAL SYSTEMS</b></p> <p>(Note: Applicable for all vessels contracted for construction on or after 1<sup>st</sup> July 2021)</p>
<p>i) Review of the cable transit seal systems register to confirm that it being maintained.</p>
<p>ii) Confirmation that where any disruption to the cable transits or installation of new cable transits carried out onboard from last annual survey, records are reviewed for the satisfactory condition of those transits.</p> <p>(Note: If deemed necessary examination of such transits to be undertaken)</p>
<p>iii) Examination of cable transits as far as practicable for their satisfactory condition.</p>
<p>iv) Confirmation that the results of survey are recorded in the cable transit seal system register.</p>
<p>v) Where the cable transits have been examined by an approved service supplier, review of the cable transit seal system register to confirm that it has been properly maintained by the owner and correctly endorsed by the service supplier.</p>
<p><b>ACCESS TO AND WITHIN SPACES IN, AND FORWARD OF, THE CARGO AREA OF OIL TANKERS AND BULK CARRIERS</b></p> <p>Confirming, when appropriate and as far as is practicable when examining internal spaces on oil tankers of 500GT and over that the means of access to cargo and other spaces remain in good condition.</p> <p>Checking, when appropriate, the provision of means of access to cargo and other spaces in accordance with the arrangements in the Ship Structures Access Manual of oil tankers of 500GT and over.</p>
<p><b>NEW INSTALLATION OF MATERIALS CONTAINING ASBESTOS</b></p> <p>Confirming that new equipment containing asbestos was not fitted on board since last survey.</p>
<p><b>TOWING AND MOORING EQUIPMENT</b></p> <p>Confirming that the towing and mooring equipment is properly marked with any restriction associated with its safe operation for ships constructed on or after 01/01/2007.</p>
<p><b>INTERNAL SPACES</b></p> <p>Verification of the permanent means of access where appropriate of the internal spaces as far as practicable.</p>
<p><b>COATING TECHNICAL FILE:</b></p> <p>Confirming that maintenance, repair and partial recoating of dedicated ballast tanks and double side skin space as appropriate are recorded in the coating technical file and the maintenance of the protective coating is included in the overall ship's maintenance scheme.</p>
<p><b>SHIP CONSTRUCTION FILE:</b></p> <p>Examine where appropriate the ship's structure in accordance with the ship construction file, taking into identified areas that need special attention.</p>
<p><b>LOADING INSTRUMENT:</b></p> <p>Availability of an approved loading instrument together with it's operational manual and verification of test cases.</p> <p>(Note: capable of verifying compliance with intact and damage stability requirement as per MSC .370(93) for new vessel keel laid on or after 01/01/2016 and existing vessel first renewal survey on or after 01/01/2016).</p>

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4. Opportunity to examine/test was not provided this time. Remains outstanding.

NA - Not Applicable

## MACHINERY SPACES

### **MACHINERY AND BOILER SPACES**

Confirming that the machinery, boilers and other pressure vessels, associated piping systems and fittings are so installed and protected so as to reduce to a minimum any danger to persons on board, due regard being given to moving parts, hot surfaces and other hazards.

### **FIRE/EXPLOSION HAZARDS**

- a. i) Propulsion system and auxiliary machinery, boilers, all pressurized systems (steam, pneumatic, hydraulic) and their associated fittings were examined to see whether they are being properly maintained and with particular attention to the fire and explosion hazards.
  - ii) Verification that oil/water leakages, accumulation of oil, with potential source of ignition does not exist in the machinery spaces. Leakages if any have been dealt and source of leakages rectified.
  - iii) Confirmation that floor plates & gratings are secured and found to be in order.

b. Confirmation that lagging material on hot surfaces, anti-splash tapes on joints are in place as required and high-pressure fuel lines are jacketed and spray shields flanged/screwed joints of pipes are in satisfactory condition.

c. Confirmation that arrangement for high pressure fuel oil leak off alarm for propulsion engine, auxiliary engines or any other diesel engines are satisfactory and operational. Drain lines are connected to alarm unit and working satisfactory.

d. Where flexible hoses/pipes are used, examination of hoses/pipes for any signs of material cracking or deterioration to ensure that, there is no damage, cut, kinked, crushed, twisted, hardened, cracked hoses/pipes exists in the oil systems.

e. Confirmation that the supports and retaining devices of low-pressure fuel system provides adequate restraint and are in satisfactory condition.

### **STEERING GEAR**

a. All main and auxiliary steering arrangements and their associated equipment and control systems were examined and tested. Steering chains are verified for wear and tear and it was ensured wear is within 12% of the original rule diameter. Confirmation that various alarms required for hydraulic power operated, electric and electro-hydraulic steering gears are, operating satisfactorily and that the recharging arrangements for hydraulic power operated steering gears are being maintained. Log entries made in accordance with statutory requirements were verified where applicable. Confirming, when appropriate, that the requisite arrangements to regain steering capability in the event of the prescribed single failure are being maintained.

b. Confirmation that steering gear compartment is in satisfactory condition and provided with handrail arrangements, grating or non-slip surface.

### **MEANS OF COMMUNICATION**

All means of communication between the navigating bridge and the machinery control positions including engine room telegraph, as well as the bridge and the main/alternative steering position, if fitted, are tested. Where ships having emergency steering positions there are means of relaying heading information and, when appropriate, supplying visual compass readings to the emergency steering positions. Confirmation that means of indicating the angular position of the rudder are operational.

### **BOILERS AND PRESSURE VESSELS**

Periodical Surveys of boilers and other pressure vessels have been carried out as required by the Rules and the safety devices have been tested. External visual examination. External examination of boilers including test of safety & protective devices and test of safety valve using it's relieving gear. For exhaust gas economisers, review of engine log book to verify that Chief Engineer has tested the safety valves at sea within the window period of Annual Survey.

### **REMOTE CONTROLS**

Examining the means for the operation of the main and auxiliary machinery essential for propulsion and the safety of the ship, including when applicable, the means of remotely controlling the propulsion machinery from the navigating bridge (including the control, monitoring, reporting, alert and safety actions) and the arrangements to operate the main and other machinery from a machinery control room.

### **BILGE PUMPING ARRANGEMENT**

Examination of the bilge pumping systems and bilge wells including operation of each bilge pump (including hand pumps and eductors), extended spindles and level alarms, where fitted. Operational confirmation of emergency bilge suction and bilge-pumping system for each watertight compartment and drainage from enclosed cargo spaces situated on freeboard deck.

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4. Opportunity to examine/test was not provided this time. Remains outstanding.

NA - Not Applicable

<p><b>FIRST START ARRANGEMENT</b></p> <p>Operational confirmation of the means provided to bring the machinery into operation from the dead ship condition without external aid.</p>
<p><b>SEA WATER PIPE EXPANSION JOINTS</b></p> <p>Examining visually the condition of any expansion joints in sea water system.</p>
<p><b>AUTOMATION</b></p> <p>General Examination of automation equipment. Operation of safety devices, bilge level detection and alarm systems and control systems. Examination and testing of the general emergency alarm system. Operational confirmation of the engineer's alarm that it is clearly audible in the engineer's accommodation.</p>
<p><b>SCHEDULE OF BATTERIES</b></p> <p>Schedule of batteries for essential and emergency services available on board and maintenance being done as per this schedule.</p>
<p><b>PROPULSION MACHINERY</b></p> <p>Confirmation that normal operation of the propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative.</p>
<p><b>MACHINERY SPACE VENTILATION</b></p> <p>Confirmation that machinery space ventilation is in good working condition.</p>
<p><b>EMERGENCY GENERATOR ROOM VENTILATORS ARRANGEMENT</b></p> <p>Verification that following requirement of emergency generator room ventilation louvers and its closing appliance examined/tested and found satisfactory.</p> <ol style="list-style-type: none"> <li>Manual or power operation of louvers and its closing appliance.</li> <li>Operating instruction, where hand –operated system is in use</li> <li>Automatic opening of ventilation louvers whenever emergency generator starting/in operation for power operated system where provided including fail to open operation..</li> <li>Manual closing operation from outside the space, where open/closed indication clearly marked.</li> </ol> <p>(Note: Applicable for vessel keel laid on or after 01 January 2017)</p>
<p><b>MACHINERY VERIFICATION RUNS</b></p> <p>Towards completion of Special/Continuous Survey of Machinery, trial of main &amp; auxiliary machinery including the steering gear &amp; controls carried out to confirm satisfactory operation (In afloat condition).</p>
<p><b>SEA TRIAL</b></p> <p>In case of major repairs to main propulsion machinery or steering gear, confirmation that a sea trial has been carried out satisfactorily to confirm proper operation of the relevant machinery in all respects.</p> <p>(Note: With effect from 1<sup>st</sup> July 2018, in case of major repairs to main propulsion machinery or steering gear, the scope of sea trial is to also include a test plan for astern response characteristics based on those required for such an equipment or system when fitted to the new ship. The tests are to be carried out at least over the manoeuvring range of the propulsion system and from all control positions. A test plan is to be provided by the manufacturer and accepted by the surveyor. If specific operational characteristics have been defined by the manufacturer, same is to be included in the test plan and the reversing characteristics of the propulsion plant, including the blade pitch control system of controllable pitch propellers, are to be demonstrated and recorded during trials.)</p>
<p style="text-align: center;"><b>ELECTRICAL INSTALLATION</b></p>
<p><b>ELECTRICAL EQUIPMENT IN DANGEROUS ZONES</b></p> <p>Confirming that all electrical equipment and cables in dangerous zones is suitable for such location, is in good condition and maintenance records verified for last insulation readings.</p>
<p><b>EARTHING AND BONDING OF CARGO TANKS AND PIPING SYSTEM</b></p> <p>Confirmation that independent cargo tanks and cargo piping systems intended for cargo with flash point not exceeding 60°C and not permanently connected to the hull of the ship are provided with bonding straps and these are maintained in good condition and not affected by high resistivity contamination e.g. corrosive products or paint.</p>

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<b>ELECTRICAL SYSTEM</b>			
a. General examination visually and in operation, as feasible, of the main electrical machinery, the emergency sources of electrical power, the switch gear, other electrical equipment including the lighting system. The precautions provided against shock, fire and other hazards of electrical origin for proper maintenance.			
b. Confirmation that light covers including emergency lights are in satisfactory condition.			
c. Confirmation that 440 V/220 V panels are not showing low insulation resistance.			
d. Confirmation that insulation mat is provided around the electrical switch board, panels.			
<b>EMERGENCY SOURCE OF POWER</b>			
Confirming the operation of the emergency source(s) of electrical power, including their starting arrangement, the systems supplied, and when appropriate, their automatic operation as far as practicable. Examining the emergency lighting in all cargo pump rooms of tankers constructed on or after 1 July 2002.			
<b>MONITORING OF HARMONIC DISTORTATION</b>			
Confirmation that equipment for continuous monitoring of harmonic distortion level is in good order, alarm tested, logging of measured value verified in engine log book or electronically in case where automation system fitted and found to satisfactory.			
(Note:-Applicable for vessel keel laid on or after 01 July 2017 and on exiting ship retrofitted with harmonic filter on or after 01 July 2017.)			
<b>PROTECTION ARRANGEMENT FOR HARMONIC FILTER</b>			
Confirmation that protection for harmonic filter, including alarm tested and found satisfactory.			
(Note: Applicable for vessel keel laid on or after 01 July 2017 and on exiting ship retrofitted with harmonic filter on or after 01 July 2017.)			
<b>ADDITIONAL REQUIREMENTS FOR IMPRESSED CURRENT CATHODIC PROTECTION (ICCP) SYSTEMS</b>			
<b>DOCUMENTATION AND RECORDS</b>			
1. Confirmation that ICCP Manual is available onboard and attachments details of anodes and reference electrodes along with specification of connecting cables are available for reference.			
2. Confirmation that record of system operation is maintained and downtime if any is recorded. Confirmation that all anode current outputs and potentials monitored are similar to those settled during previous assessment.			
3. Confirmation from records that ICCP system is maintained and adjusted by the supplier on regular basis as per manufacturer's instructions.			
<b>SYSTEM OPERATION</b>			
Confirmation that system is in operation and working satisfactory. Confirmation that operation of indicators and control on the panel including auto/manual switch are found to be satisfactory.			
<b>PROTECTION ARRANGEMENT FOR ANODE CABLES</b>			
Confirmation that protection arrangement for ICCP anode cables is in satisfactory condition.			
<b>ALTERNATIVE DESIGN AND ARRANGEMENT</b>			
Where applicable, examination of alternative design and arrangement for machinery or electrical installations, low-flashpoint fuel storage and distribution systems, or fire safety, in accordance with the test inspection and maintenance requirements, if any, specified in the approved documentation is to be carried out.			
<b>FIREFIGHTING ARRANGEMENTS</b>			
<b>SERVICING OF FIREFIGHTING APPLIANCES</b>			
Verification of evidences for proper maintenance and servicing of firefighting appliances.			
<b>No.</b>	<b>Item</b>	<b>Inspection Type</b>	<b>Date Last Done</b>
1	Breathing apparatus	Examination	
		Testing	
2	Portable/Semi-portable Fire Extinguishers	Examination	
		Testing	

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3. Repairs now recommended and remain outstanding.
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NA - Not Applicable



3	Fixed Fire Extinguishing System (CO <sub>2</sub> /Halon/Foam/DCP/Other* (specify) .....		
	CO <sub>2</sub>	Weighment	
		5 Yearly servicing	
		10 Yearly servicing	
		Testing	
		Examination	
	Halon	Container Content Verified	
		Servicing	
		Container Pressure Testing	
		Examination	
	Foam	Sample Testing	
		Examination	
	DCP	Testing	
		Examination	
Other (Specify).....	Testing		
	Examination		
4	Fireman's outfit	Examination	
5	International Shore Coupling	Examination	

**MAIN AND EMERGENCY FIRE PUMP**

a. Verification that each main fire pump (including starting and priming arrangements) is capable of producing the required two jets of water simultaneously (whilst also permitting the simultaneous operation of foam system) whilst the required pressure is maintained in the fire main;

b. Confirmation that emergency fire pump including prime mover and priming arrangements, gauges are in satisfactory condition and pump is building required water pressure and two jets of water simultaneously.  
 Tested pressure : .....bar

**FIREMAINS, HYDRANTS, HOSES, NOZZLES AND APPLICATORS**

Condition of fire main (no soft patches or doublers) together with flanges and valves, hydrants, hoses, nozzles, applicators, spanners, relief valves and international shore connection.

**READINESS OF FIRE HYDRANTS, HOSES**

Each hose complete with couplings, nozzle (dual-purpose nozzles where applicable) and tools kept ready for use.

**PORTABLE EXTINGUISHERS AND FOAM APPLICATORS**

Confirmation that portable fire extinguishers correspond to the fire control plan w.r.t. number, type and location and that when examined were in good condition, fully charged and ready for use.

**SPARE CHARGES**

Availability of spare charge/s for each portable extinguisher or additional portable extinguishers of the same type.

**FIRE AND/OR SMOKE DETECTION SYSTEM**

a. Examine for proper functioning and possible testing as feasible any fire detection and alarm system and sample extraction smoke detection system.

b. Confirmation that maintenance as recommended by manufacturer has been undertaken and spares available as per manufacturer's instructions for the system.

**FIXED FIRE FIGHTING SYSTEM**

i) Examination of fixed fire fighting system controls, piping, instructions and marking. Checking for evidence of proper maintenance and servicing including date of last systems tests.

ii) Verification with regard to correct positioning(for in service condition) of safety pins where used on cylinder head discharge valves for fixed fire fighting CO<sub>2</sub> system are in accordance with manufacture's instruction manual.

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NA - Not Applicable

<p>iii) Examination of fixed carbon dioxide fire-extinguishing systems for the protection of machinery spaces &amp; cargo pump room where applicable are provided with two separate controls, one for discharging the gas from the storage container, each of them located in a release box clearly identified for the particular space.</p> <p>iv) Examining the fire-extinguishing systems for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces.</p>
<p><b>REMOTE STOPPING OF FANS, OIL PUMPS, ETC</b></p> <p>Verify that the remote controls for stopping fans and machinery and shutting off fuel supplies in machinery spaces are in working order.</p> <p>The stopping of ventilation and boiler forced and induced draft fans and the stopping of oil fuel and other pumps that discharge flammable liquids.</p>
<p><b>REMOTE CLOSING OF VALVES</b></p> <p>a. Examination of the arrangements for oil fuel, lubricating oil and other flammable oils and testing the remote closing of valves for oil fuel, lubricating oil and other flammable oils and the operation of the remote means of closing the valves on the tanks that contain oil fuel, lubricating oil and other flammable oils.</p> <p>b. Confirmation that quick closing valves are in satisfactory condition and no valve is isolated/disconnected and operating instructions are displayed.</p>
<p><b>PORTABLE INSTRUMENTS</b></p> <p>Checking the provision of at least one portable instrument for measuring oxygen and one for measuring flammable vapour concentrations, together with a sufficient set of spares and suitable means for the calibration of these instruments.</p>
<p><b>CLOSING ARRANGEMENTS FOR SKYLIGHTS, FLAPS ETC</b></p> <p>Examination of closing arrangements of ventilators, funnel annular spaces, skylights, doorways and tunnel where applicable, including condition of operating mechanism e.g.: wire ropes, hydraulic piping etc.</p>
<p><b>FIREMAN'S OUTFITS &amp; EEBDS</b></p> <p>confirmation that the fire fighters' outfits including its self-contained compressed air breathing apparatus and emergency escape breathing devices (EEBDS) are complete and in good condition and that the cylinders, including the spare cylinders, of any required self-contained breathing apparatus are suitably charged and that on board means of recharging breathing apparatus cylinders used during drills or a suitable number of spare cylinders to replace those used are provided, and provision of two-way portable radiotelephone apparatus of an explosion-proof type or intrinsically safe;</p>
<p><b>FIRE DAMPERS AND VENTILATION SYSTEMS</b></p> <p>Testing the fire dampers of ventilation ducts and the means of closing the main inlets and outlets of all ventilations systems and testing the means of stopping power ventilation systems from outside the space served.</p>
<p><b>MEANS OF ESCAPE</b></p> <p>a. Confirmation that the means of escape from accommodation, machinery and other spaces are satisfactory and free from any obstruction.</p> <p>b. Confirmation that opening of escape doors are in the way of direction of escape, handrails are provided in the corridors that are being used as escape routes and none of the doors along any designated escape routes require keys to unlock them when moving in the direction of escape.</p>
<p><b>GASEOUS FUEL FOR DOMESTIC PURPOSE</b></p> <p>Examining the arrangements for gaseous fuel for domestic purposes.</p>
<p><b>PUMP ROOM VENTILATION</b></p> <p>Verification that the pump room ventilation system is operational, ducting intact, dampers operational and screens clean.</p>
<p><b>EXTERNAL EXAMINATION OF PIPING AND CUT-OUTS</b></p> <p>Examine for satisfactory condition of piping and cut out valves of cargo tank and cargo pump room fixed fire fighting systems.</p>
<p><b>DECK FOAM SYSTEM</b></p> <p>Verify that the deck foam system and deck sprinkler system was in good operating condition, check for adequate supply of Foam concentrate and periodic lab analysis of the sample.</p>

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3. Repairs now recommended and remain outstanding.
4. Opportunity to examine/test was not provided this time. Remains outstanding.

NA - Not Applicable

<b>INERT GAS (NV) SYSTEM</b>
<p><b>IG SYSTEM COMPONENTS AND PIPING</b> External examination of the condition of all components and piping for signs of corrosion and gas/effluent leakage including inert gas plant overboard discharges.</p>
<p><b>SCRUBBER ROOM VENTILATION SYSTEM</b> Verification of the operation of scrubber room ventilation arrangement.</p>
<p><b>DECK WATER SEAL</b> Verification of deck water seal for automatic filling/drainage and absence of water carry over and condition of non-return valve.</p>
<p><b>INERT GAS BLOWERS</b> Verification of the proper operation of both inert gas blowers including test of interlocking feature of the soot blowers and automatic closure of gas pressure regulating valve when the IG blowers are stopped.</p>
<p><b>IG SYSTEM VALVES</b> Verification of the operation of all remotely or automatically controlled valves, (in particular the flue gas isolating valve/s).</p>
<p><b>IG SYSTEM INSTRUMENTATION, AUTOMATION &amp; ALARMS</b> Verification of the function of alarms and safety devices of the inert gas system (using simulated conditions, where necessary): Low water pressure to the scrubber, High gas temperature in inert gas main, High water level in the scrubber, Failure of inert gas blower, High oxygen content of gas in inert gas main, Low water level in deck water seal, Failure of power supply to gas regulating valve/IG main pressure and oxygen content indicators, Low gas pressure in inert gas main, High gas pressure in inert gas main. Check for the operational test of the inert gas system after performing the above checks satisfactorily.</p>
<p><b>CARGO SPACE</b> Confirming, as far as practicable and when appropriate, the operation of the remote means for closing the various openings;</p>
<b>CARGO PUMP/CONTROL ROOM</b>
<p><b>CARGO PUMP ROOM VENTILATION, CLEANLINESS Etc</b> Examination of cargo pump room(s) spaces for freeness from potential sources of ignition, access ladders and cargo pump room drainage arrangements; operation of the ventilation system (damper operation and flame screens) including interlocking arrangement to lighting . Verification that no oil leakages and no accumulation of oil in the cargo pump room. Leakages if any have been dealt and source of leakages rectified. Examining the cargo tank venting, cargo tank purging and gas-freeing and other ventilation systems. Confirmation that potential sources of ignition in or near the cargo pump room are eliminated, such as loose gear, combustible materials, etc. that there are no signs of undue leakage of cargo and that access ladders are in good condition</p>
<p><b>CARGO PUMP ROOM BULKHEADS</b> Examinations of all pump room bulkheads for signs of leakages and fractures and sealing arrangements of bulkhead penetrations, Temp. Sensing devices for bulkhead glands and alarm.</p>
<p><b>PIPING IN CARGO PUMP ROOMS</b> Examination of the condition of cargo, bilge, ballast and stripping systems.</p>
<p><b>CARGO PUMPS</b> Examination of Cargo pump/s bulkhead/deck glands, remote operation/shut down devices, pressure relief devices, pump foundations and temperature monitoring of glands, bearings &amp; casings and associated alarm systems including stand-by means of pumping.</p>
<p><b>CARGO HANDLING SYSTEM CONTROLS, INSTRUMENTATION &amp; ALARMS</b> General examination of pressure gauges and relief devices on cargo pumps and discharge lines, local/remote controls of valves on cargo piping and cargo tank level indicator/alarm systems.</p>

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3. Repairs now recommended and remain outstanding.
4. Opportunity to examine/test was not provided this time. Remains outstanding.

NA - Not Applicable

<p><b>CARGO PUMP ROOM GAS DETECTION/BILGE LEVEL MONITORING SYSTEM</b> Examinations of the monitoring &amp; alarm system for concentration of hydrocarbon gasses and bilge level in cargo pump rooms;</p>
<p><b>MONITORING OF GAS IN CARGO AREA</b> Examining, as far as possible, and testing the fixed hydrocarbon gas detection system examining the arrangement for gas measurement in double hull spaces and double bottom spaces including fitting of permanent gas sampling line.</p>
<p style="text-align: center;"><b>CRUDE OIL WASHING ARRANGEMENTS</b></p>
<p>IOPP Report to be referred for COW System Examination</p>
<p><b>COW PIPING SYSTEM</b> Confirmation by external examination that the crude oil washing piping, pumps, valves and deck mounted washing machines are free from any sign of leakage and that all anchoring devices for crude oil washing piping are intact and secure</p>
<p><b>TANK CLEANING MACHINE DRIVE UNITS</b> Confirmation, 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</p>
<p><b>ISOLATION OF STEAM HEATERS FOR WATER WASHING</b> Confirmation 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</p>
<p><b>COMMUNICATION</b> Confirmation that the prescribed means of communications between the deck watch keeper and the cargo control position is operational</p>
<p><b>PRESSURE RELIEF DEVICE</b> Confirmation that an overpressure relief device (or other approved arrangement) is fitted to the pumps supplying the crude oil washing systems is in satisfactory condition.</p>
<p><b>FLEXIBLE HOSES FOR SUPPLY OF OIL TO THE WASHING MACHINE</b> Confirmation 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</p>
<p><b>CRUDE OIL WASHING MACHINE</b> Confirmation by 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, by observing the proper operation of the washing machines by means of the movement indicators and/or sound patterns or other approved methods</p>
<p><b>CARGO TANK STRIPPING SYSTEM</b> Confirmation by 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</p>
<p style="text-align: center;"><b>COMBINATION CARRIERS</b></p>
<p><b>GAS DETECTION ARRANGEMENTS</b> Verification of Gas detection arrangement in cofferdams.</p>
<p><b>ISOLATION ARRANGEMENTS</b> Verification of blanking arrangement for IG main, oil cargo and slop tank pipes, when carrying cargo other than oil.</p>
<p><b>OPERATIONAL NOTICES</b> Verification of posting of required signboards and instruction manuals.</p>
<p><b>ADDITIONAL CLASS NOTATION REQUIREMENT</b></p>
<p><b>ADDITIONAL CLASS NOTATIONS E.G. SPM, VCS etc. 'SPM' NOTATION</b> Components of the single point mooring system (bow chain stoppers, bow fairleads, winches and capstans), to verify their satisfactory condition, Hull structures supporting and adjacent to the components to the single point mooring system, to verify that there is no deformation or fracture.</p>

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3. Repairs now recommended and remain outstanding.
4. Opportunity to examine/test was not provided this time. Remains outstanding.

NA - Not Applicable

<b>GENERAL</b>
<p><b>HOUSE KEEPING</b></p> <p>i) Verification that general housekeeping/cleanliness in engine room, pump room, on deck, accommodation, hospital, galley, wash basins and toilets are satisfactory.</p> <p>ii) Confirmation that no loose drums and no heavy items without securing/lashing on deck.</p> <p>iii) Confirmation that Spare anchor where provided, its lashing bracket in good condition.</p>
<p><b>FLAG SPECIFIC REQUIREMENTS</b></p> <p>Confirmation that flag specific requirements/instructions, if any are complied with.</p> <p>Please Provide details in Remark section.</p>
<p><b>H.O. INSTRUCTIONS</b></p> <p>Confirmation that H.O. Instructions pertaining to this survey if any communicated separately, have been compiled with.</p> <p>Please Provide details in Remark section.</p>
<b>ADDITIONAL REQUIREMENTS TOWARDS CLASS INTERMEDIATE SURVEY</b>
<p><b>CRUDE OIL WASHING PIPING SYSTEM</b></p> <p>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</p>
<p><b>ISOLATION OF STEAM HEATER</b></p> <p>Confirming the satisfactory operation of the isolation valves to steam heaters for washing water, when fitted</p>
<p><b>CARGO TANK EXAMINATION</b></p> <p>Examining at least two selected cargo tanks for 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 as part of the structural survey required for SAFCON intermediate survey</p>
<p><b>CARGO TANK VALVE EXAMINATION</b></p> <p>Examining the manual and/or remote operation of the individual tank valves (or other similar closing devices) to be kept closed at sea</p>
<p><b>CARGO, COW, BUNKER, BALLAST, STEAM AND VENT PIPING SYSTEMS</b></p> <p>i) Verification that the cargo, crude oil washing, bunker, ballast, steam and vent piping systems as well as vent masts and headers are maintained in satisfactory and efficient condition (Note: If upon examination there is any doubt as to the condition of the piping, the piping may be required to be pressure tested, thickness measured or both. Particular attention is to be paid to any repairs such as welded doublers).</p> <p>ii) Where the scope of intermediate survey is to the same extent as the previous special survey, examination and operational testing to working pressure of cargo piping on deck including crude oil washing (COW) piping, and cargo and ballast piping systems within the tanks and spaces, bunker, steam and vent piping to ensure that tightness and condition are satisfactory (Note: Special attention is to be given to ballast piping in cargo tanks and cargo piping in ballast tanks and void spaces and when the piping, including valves and fittings are open during repair periods, same to be examined internally).</p>
<p><b>ELECTRICAL EQUIPMENT IN DANGEROUS ZONES</b></p> <p>General Examination and testing of insulation resistance of electrical circuits in dangerous zones to confirm these are maintained in satisfactory condition (Note: i) In cases where a proper record of testing is maintained, consideration should be given for accepting recent readings. ii) These measurements are taken when the ship is in a gas free condition and to be carried out within an acceptable time period).</p>
<p><b>EXAMINATION OF TANKS, SPACES AND THICKNESS MEASUREMENT</b></p> <p>Confirmation that internal examination of tanks, spaces including testing and thickness measurements carried out satisfactorily as per the rule requirements and reported separately.</p>
<b>ADDITIONAL REQUIREMENTS TOWARDS SPECIAL SURVEYS</b>
<p><b>AIR PIPES</b></p> <p>Internal Examination of Automatic air pipe heads at special survey as required by IRS Rules</p>
<p><b>MOORING ROPES AND TOW LINES</b></p> <p>Confirmation that sufficient mooring ropes and tow lines as required by rules are provided onboard.</p>

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3. Repairs now recommended and remain outstanding.
4. Opportunity to examine/test was not provided this time. Remains outstanding.

NA - Not Applicable

<p><b>MEANS OF EMBARKATION AND DISEMBARKATION</b> Accommodation ladders, gangways and its winches incl. brake system are to be operationally tested with specified maximum operation load in accordance with IRS Rules</p>
<p><b>CRUDE PIPING PRESSURE TESTING</b> Carrying out pressure testing of the crude oil washing system to at least the working pressure and confirming it is satisfactory</p>
<p><b>CARGO TANKS STRIPPING SYSTEMS</b> Examining the cargo tanks verifying the continued effectiveness of the installed crude oil washing and stripping systems</p>
<p><b>ISOLATION VALVES</b> Examining internally, when fitted, the isolation valves for any steam heaters</p>
<p><b>PRESSURE VACUUM VALVES</b> Confirming that pressure vacuum valves connected to cargo tanks are examined in open condition, tested for the setting, and found satisfactory</p>
<p><b>CARGO TANK EXAMINATION</b> 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 verification of arrival/departure ballast, verification of operation of COW machines, verification of effectiveness of stripping system.</p>
<p><b>CARGO, COW, BUNKER, STEAM AND BALLAST PIPING SYSTEM</b> Examination of cargo piping on deck including crude oil washing (COW) piping, and cargo and ballast piping systems within the tanks and spaces, bunker, steam and vent piping and operational testing to working pressure, as applicable to ensure that tightness and condition remain satisfactory (Note: Special attention is to be given to ballast piping in cargo tanks and cargo piping in ballast tanks and void spaces and when the piping, including valves and fittings are open during repair periods, same to be examined internally).</p>
<p><b>LONGITUDINAL STRENGTH EVALUATION</b> Confirmation that for oil tankers of 130 [m] in length and upwards (as defined in ILLC), the ship's longitudinal strength has been evaluated and found to be satisfactory (applicable during the renewal survey after the ship reached 10 years of age).</p>
<p><b>EXAMINATION OF TANKS, SPACES AND THICKNESS MEASUREMENT</b> Confirmation that internal examination of tanks, spaces including testing and thickness measurements are carried out satisfactorily as per the rule requirements and reported separately.</p>
<p><b>WATERTIGHT CABLE TRANSIT SEAL SYSTEMS</b> (Note: Applicable for all vessels contracted for construction on or after 1<sup>st</sup> July 2021)</p>
<p>i) Examination of all cable transit seal systems for their satisfactory condition and review of the cable transit seal systems register to confirm that it being maintained.</p>
<p>ii) Confirmation that where any disruption to the cable transits or installation of new cable transits carried out onboard from last special survey, records are reviewed and examination carried out for the satisfactory condition of those transits. Confirmation that the results are recorded in the Register against each of those cable transits. (Note: Entries that were reviewed and examined during previous annual survey may be excluded)</p>
<p>iii) Confirmation that the Special Survey is recorded in the Register. (Note: A single record entry will be sufficient to record the survey of all transits.)</p>
<p>iv) Where the cable transits have been examined by an approved service supplier, review of the cable transit seal system register to confirm that it has been properly maintained by the owner and correctly endorsed by the service supplier.</p>

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3. Repairs now recommended and remain outstanding.
4. Opportunity to examine/test was not provided this time. Remains outstanding.

NA - Not Applicable