

MERCANTILE MARINE DEPARTMENT, MUMBAI

CHECKLIST FOR THE RENEWAL SURVEY OF IOPP CERTIFICATE.

IOPP

PARTICULARS OF VESSEL

1.	Name of the Vessel _____	IMO No. _____
2.	Port of Registry _____	Class of Vessel _____
3.	Name of Company _____	Company ID No. _____
4.	Date of Survey _____	Place of Survey _____

Sr. No.	Ref. A/27/IMO Res. 1053	Survey Items	Status Yes/No/NA*
1	1.4.1	Examination of current certificates and other records except IOPP	
2	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.	
3	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 regs.18 and 35);	
4	1.2.2.2	confirming, when appropriate, that a CAS Statement of Compliance together with the CAS Final Report 16 are on board (MARPOL 90/04 Annex I, regs. 20.6, 20.7 and 21.6);	
5	1.2.2.3	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);	
6	1.2.2.4	confirming that a valid calibration certificate for the oil discharge monitoring equipment is available on board;	
7	1.2.2.5	checking whether the appropriate entries have been made in Part II of the Oil Record Book (MARPOL 90/04 Annex I reg.36);	
8	1.2.2.6	confirming that for oil tankers of 5,000 tonnes 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);	

* Please indicate NA, in case the survey items is not applicable to the vessel, otherwise indicate YES/NO, as applicable

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9	1.2.2.7	confirming that subdivision and damage stability information in an approved form, where applicable, is on board (MARPOL 90/04 Annex I reg.28);	
10	1.2.2.8	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);	
11	1.2.2.9	checking that the ship is allowed continued operation according to the phase-out scheme of MARPOL 90/04 Annex I reg.20	
12	1.2.2.10	confirming that, if applicable, a Ship to Ship (STS) operations Plan approved by the Administration has been provided (MARPOL Annex I reg.41).	
13	1.4.2.2	verifying that, if applicable, the oil discharge monitoring equipment has been calibrated and that a valid calibration certificate is available onboard	
14	1.2.3.1	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 regs.14 and 15);	
15	1.2.3.2	testing, where fitted, the oil filtering equipment required for discharge in special areas (MARPOL 90/04 Annex I reg.15);	
16	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 bulkhead (MARPOL 90/04 Annex I reg.16);	Status Yes/No/NA*
17	1.2.3.4	checking that the arrangement of oil residue (sludge) tank and its discharge arrangements are satisfactory and confirming that, where applicable, homogenizers, sludge incinerators or other recognized means for the control of sludge are satisfactory (MARPOL 90/04/09 Annex I reg.12);	
18	1.2.3.5	confirming that a standard discharge connection is provided (MARPOL 90/04 Annex I reg.13).	
19	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 regs.14 and 15);	

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20	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 operational and instruction manual (MARPOL 90/04 Annex I reg.14).	
21	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.14);	
22	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.31);	
23	1.4.3.4	confirming the satisfactory operation of the alarm for the oil filtering system (MARPOL 90/04 Annex I reg.14);	
24	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 oil residue (sludge) tank is approved on the basis of such installations (MARPOL 90/04 Annex I reg.12).	
25	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;	
26	1.2.4.1.3	observing that indicators and recording devices are operable and verifying that sufficient supply of consumables for the recorders are onboard;	
27	1.2.4.1.4	testing, as far as practicable, any audible or visual alarms fitted to the oil discharge monitoring and control system;	
28	1.2.4.2	examining, as far as practicable, the oil/water interface detectors (MARPOL 90/04 Annex I reg.32);	
29	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);	
30	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);	

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31	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);	
32	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);	
33	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);	
34	1.2.4.8	confirming, as far as practicable, that the crude oil washing system remains satisfactory (MARPOL 90/04 Annex I reg.33)	
35	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;	
36	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;	
37	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;	
38	1.2.4.8.4	checking that the prescribed means of communications between the deck watch keeper and the cargo control position is operational;	
39	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;	
40	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;	
41	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)	
42	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;	

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43	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;	
44	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;	
45	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);	
46	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 regs.19 to 22);	
47	1.2.4.12	examining the piping systems associated with the discharge of dirty ballast or oil-contaminated water including the part flow system, if fitted (MARPOL 90/04 Annex I reg.30);	
48	1.2.4.13	testing the communication system between the observation and discharge control positions (MARPOL 90/04 Annex I reg.30);	
49	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);	
50	1.2.4.15	confirming for oil tankers of 5,000 tonnes deadweight and above that arrangements are in place to provide prompt access to shore-based damage stability and residual structural strength computerized calculation programs (MARPOL 90/04 Annex I reg.37.4).	
51	1.3.4.2	examining the oil discharge monitoring and control system and the oil content meter for obvious defects, deterioration or damage, and checking the record of calibration of the meter when done in accordance with the manufacturer's operational and instruction manual (MARPOL 90/04 Annex I reg.31);	
52	1.3.4.3	confirming the satisfactory operation of the oil/water interface detectors (MARPOL 90/04 Annex I reg.32);	

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53	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;	
54	1.3.4.4.2	confirming the satisfactory operation of the isolation valves to steamheaters for washing water, when fitted;	
55	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 safety 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 required in (CIn) 2.3.3.3 in Annex 1	
56	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 regs. 23 and 26).	
57	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 regs. 29 and 34);	
58	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 regs. 31 and 32);	
59	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);	
60	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);	
61	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)	
62	1.4.4.6.1	carrying out pressure testing of the crude oil washing system to at least the working pressure;	
63	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;	

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64	1.4.4.6.3	examining internally, when fitted, the isolation valves for any steamheaters;	
65	1.4.4.7	verifying, by internal tank inspection or by another alternative method acceptable to the Administration, the effectiveness of the crude oilwashing 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 1.2.4.9 (MARPOL 90/04 Annex I reg.33);	
66	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 regs.18 and 33);	
67	1.4.4.9	confirming that the pumping, piping and discharge arrangements are satisfactory (MARPOL 90/04 Annex I reg.30)	
68	1.4.4.9.1	confirming that the piping systems associated with the discharge of dirty ballast water or oil contaminated water are satisfactory;	
69	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;	
70	1.4.4.9.3	confirming that the arrangements for the part flow system, where fitted, are satisfactory;	
71	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 regs.23 and 26);	
72	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 73/78/90 Annex I regs.19 to 22);	
73	1.4.4.12	confirming for oil tankers of 5,000 tonnes deadweight and above that arrangements are in place to provide prompt access to shore based damage stability and residual structural strength computerized calculation programs (MARPOL 90/04 Annex I reg.37.4).	

Name of Master_____

Signature with Date: - _____

Vessel Seal _____

REMARKS BY SURVEYOR

Name of the Surveyor:-

Signature of the Surveyor:-

Port/Date :-