Report Number:

Indian Register of Shipping

Report of Indian Coastal Vessel Pollution Prevention Survey

Type of Survey: Annual (A)/ Intermediate (Int)/ Renewal (R)/ Genex (G)/ Initial (I)*

Name of Vessel:		I.R. Number:	
Type of vessel:	Cargo/Dredger/Tanker*	Port of Survey:	

Use "Y" for satisfactory; "N" for not satisfactory/see recommendation in continuation sheet; "–" for not applicable.

A. General		
1	All statutory certificates (or statement of compliance) and class certificate available and valid at the time of the survey (annual, intermediate and renewal surveys only)	
2	Confirmation that ship's complement complies with the Minimum Safe Manning Document requirement	
3	Confirmation that master, officers and ratings are certificated as required by the STCW Convention	
4	Verification whether any new equipment has been fitted and, if so, confirmation that it has been approved before installation and that any changes are reflected in the appropriate certificate	
5	Confirmation that no changes have been made or any new equipment installed which would affect the validity of the certificate.	
B. Documentation		
1.1	Confirmation that certificates for the type approval of the oil filtering Equipment and 15ppm bilge alarm, if installed, are available on board	
1.2	Confirmation that certificate of approval for Sewage Treatment Plant / comminuting and disinfecting system is available on board.	
1.3	Confirmation, when appropriate, that the Operating and Maintenance manuals for the oil filtering equipment and 15 ppm bilge alarm are available on board	
1.4	Confirmation, for installations complying with resolution MEPC.107(49), 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.	
1.5	Confirmation that Oil Record Book Part I is provided and appropriate entries have been made.	

1.6	Confirmation that the oil pollution emergency plan or, in the case of a chemical/product tanker, a shipboard marine pollution emergency plan, is on board	
1.7	Confirmation that there is ODS record book	
1.8	Confirmation that there are EIAPP certificate for each diesel engine required to be certified	
1.9	Confirmation that there is on board an approved Technical File for each marine diesel engine required to be certified;	
1.10	Confirmation that there is a record book of engine parameters for each marine diesel engine required to be certified in the case where the engine parameter check method is used as a means of onboard NOx verification	
1.11	Confirmation that there is an approved onboard monitoring manual for each marine diesel engine required to be certified in the case where the direct measurement and monitoring method is to be used as a means of onboard NOx verification	
1.12	Confirmation that there is a VOC Management Plan where applicable	
1.13	Are there procedure to prohibit onboard incineration outside an incinerator except incineration of sewage sludge and sludge oil in boilers and auxiliary power plants which is permitted only when the vessel is not in ports, harbors and estuaries?	
1.14	Are there procedures / instructions prohibiting incineration of (a) Annex I, II and III cargo residues, (b) PCBs (Polychlorinated biphenyles), (c) garbage containing more than traces of heavy metals and (d) refined petroleum products containing halogen compounds.	
1.15	Are there procedures / instructions prohibiting incineration of PVCs (polyvinyl chlorides) except in shipboard incinerators type approved in accordance with resolution MEPC.59(33) or MEPC.76(40).	
1.16	Where the incinerator provided on board is required to be type approved in accordance with resolution MEPC.59(33) or MEPC.76(40), confirmation that type approval certificate is available on board.	
1.17	Confirmation that there is an instruction manual for each incinerator fitted to Resolution MEPC.76(40) in order to operate the incinerator within the limits provided in appendix IV to Annex VI (regulation 16(7) of Annex VI)	
1.18	Result of review of bunker delivery notes for the use of the correct sulphur content fuel for the area of operation.	
2	**For Tankers:**	
2.1	Confirmation that that subdivision and damage stability information in an approved form, where applicable, is on board	

2.2	Confirmation that the ship is allowed continued operation according to the phase-out scheme of MARPOL 90/04 Annex I reg.20	
2.3	Confirmation 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	
2.4	Confirmation that, when appropriate, that a CAS Statement of Compliance together with the CAS Final Report are on board	
2.5	Confirmation that, if applicable, a Ship to Ship (STS) operations Plan approved by the Administration has been provided	
2.6	Confirmation that, if applicable, a Crude Oil Washing Operations and Equipment Manual has been provided	
2.7	Confirmation that, 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	
2.8	Verification whether any new equipment has been fitted and, if so, confirmation that it has been approved before installation and that any changes are reflected in the appropriate certificate	
2.9	Confirmation that certificate for the type approval of the oil discharge monitoring equipment, is available on board	
2.10	Confirmation that the approved Operating and Maintenance manual for the oil discharge monitoring and control system, is on board	
2.11	Confirmation, for installations complying with resolution MEPC.108 (49), that the oil content meter has been calibrated by the manufacturer or a person authorized by the manufacturer and that a valid calibration certificate is available on board.	
2.12	Confirmation that record of the various oil discharge monitoring equipment are in order	
2.13	Confirmation that certificates for the type approval of oil/water interface detectors, are available on board	
2.14	Confirmation that Oil Record Book Part II is provided and appropriate entries have been made.	
C. Equipment/Arrangement		
1.1	External examination and operation test of the oil filtering equipment, the 15ppm bilge alarm including, when appropriate, the operation test of the automatic means provided to stop the discharge of effluent found to be satisfactory	

1.2	Confirmation that sufficient replaceable elements(filters and/or coalescers) of proper size and model for the oil filtering equipment and sufficient supply of consumables for the 15ppm bilge alarm and recording device is available on board	
1.3	Confirmation that the arrangement of oil residue (sludge) tank and its discharge arrangements are satisfactory including where applicable arrangement for homogenizers, sludge incinerators or other recognized means for the control of sludge are satisfactory.	
1.4	Confirmation that no unauthorized alteration/modification to the bilge/sludge system or arrangement has been done.	
1.5	Confirmation of 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	
1.6	Confirmation that the segregation of oil fuel and water ballast systems is satisfactory and that the arrangements prohibit the carriage of oil in forepeak tanks or in spaces forward of the collision bulkhead	
1.7	Confirmation that a standard discharge connection is provided	
	For Tankers:	
2.1	Confirmation of satisfactory external examination of the oil discharge monitoring and control system and its associated equipment and, if applicable, verifying that the instrument is properly sealed	
2.2	Confirmation, 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	
2.3	Confirmation that indicators and recording devices are operable and that sufficient supply of consumables for the recorders are on board	
2.4	Confirmation of satisfactory testing, as far as practicable, of any audible or visual alarms fitted to the oil discharge monitoring and control system	
2.5	Confirmation of satisfactory examination, as far as practicable, of the oil/water interface detectors	
2.6	Confirmation that no cross-connections have been fitted between the cargo and segregated ballast systems	
2.7	Where a portable spool piece is provided for the emergency discharge of segregated ballast by connecting the segregated ballast system to a cargo pump, confirmation 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	

2.8	Confirmation by sighting that there has been no contamination with oil in the segregated ballast tanks	
2.9	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	
2.10	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	
2.11	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	
2.12	Confirmation that the prescribed means of communications between the deck watch keeper and the cargo control position is operational	
2.13	Confirmation that an overpressure relief device (or other approved arrangement) is fitted to the pumps supplying the crude oil washing systems	
2.14	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	
2.15	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	
2.16	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	
2.17	Confirmation that on those existing tankers operating with special ballast arrangements, the arrangements are as approved and are satisfactory	
2.18	Confirmation that the piping systems associated with the discharge of dirty ballast or oil-contaminated water including the part flow system, are satisfactory	
2.19	Verification by testing the communication system between the observation and discharge control positions is satisfactory	
2.20	Confirmation 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	

Additional requirements for Intermediate and renewal Survey or when verified				
3.1.1	Internal examination of the oily-water separating equipment or oil filtering equipment or process unit, where fitted, including associated pumps, piping and fittings for wear and corrosion found to be satisfactory			
3.1.2	Examination of 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			
	Renewal Surveys:			
3.1.3	Sewage Treatment Plant / comminuting and disinfecting system / holding tank* along with standard discharge connection in satisfactory condition.			
3.1.4	Confirming that no change has been made nor any new equipment installed which would affect the validity of the certificate			
3.1.5	Results of external examination of ODS containing installation or equipment indicate satisfactory maintenance to ensure that there are no emission of ozone-depleting substances			
3.1.6	Confirmation that no new installation or equipment, which contain ODS other than HCFCs, have been fitted on ships constructed after 19 May 2005 (reg. 12.3.1 of Annex VI). (Installations which contain HCFCs may be fitted on ships constructed before 1 January 2020) (reg. 12.3.2 of Annex VI).			
3.1.7	Does Regulation 13 (MARPOL Annex VI) apply to any diesel engine on the ship? (if no, this section (11.3) of the checklist may not be filled)			
3.1.8	There are Engine International Air Pollution Prevention (EIAPP) Certificates for each engine, required to be certified, as described in Regulation 13 of MARPOL 73/78, Annex VI.			
3.1.9	There is on board an approved technical file for each engine required to be certified. The particulars are as follows:			
	Tech. File Document No.	Engine Type	Engine No.	Application
i	…	…	…	…
ii	…	…	…	…
iii	…	…	…	…
iv	…	…	…	…
v	…	…	…	…
vi	…	…	…	…

3.1.10	There is a record book of engine parameters for each engine required to be certified in the case where the engine parameter check method is used as a mean of onboard NOx verification (NOx Technical Code paragraph 6.2.3).	
3.1.11	*If engine parameter check method is used:*	
3.1.11.1	*Review of Documentation*	
3.1.11.1.1	Result of review of engine documentation contained in the technical file and the record book of engine parameters to check, as far as practicable, engine rating, duty and limitation/restrictions as given in the technical file have been maintained. *Note: Check that the followings have been included in the Technical File:* • Identification of Nox emission influencing engine components; • Identification of Nox emission related adjustable engine settings	
3.1.11.1.2	Confirmation from the Engine record book that the engine has not undergone any component / part replacement, modifications or adjustments outside the options and ranges permitted in the technical file since the last survey (Engine record books must contain details in chronological order of all changes / adjustments made relative to engines' components, settings or operating values, part replacement, part modification).	
3.1.11.2	*Actual inspection of NOx influencing engine components*	
3.1.11.2.1	Confirmation that each NOx influencing component carries the required component identification number cross-referenced in the Engine Technical File.	
3.1.11.3	*Verification of NOx influencing engine adjustable features*	
3.1.11.3.1	Confirmation that engine adjustable features are within the limits specified in the engine technical file (e.g. fuel cam position, injection valve opening, compression ratio etc.) *(Note the following extracts from NOx Technical Code* *2.3.10 The Administration may, at its own discretion, abbreviate or reduce all parts of the survey on board, in accordance with this Code, to an engine which has been issued an EIAPP Certificate. However, the entire survey on board must be completed for at least one cylinder and/or one engine in an Engine Family or Engine Group, if applicable, and the abbreviation may be made only if all the other cylinders and/or engines are expected to perform in the same manner as the surveyed engine and/or cylinder. As an alternative to the examination of fitted components, the Administration may conduct that part of the survey on spare parts carried on board provided they are representative of the components fitted.* *6.2.3.2 The surveyor shall have the option of checking one or all of the identified components, settings or operating values to ensure that the engine with no, or minor, adjustments or modifications complies with the applicable NOx emission limit and that only components of the approved*	

	specification, as given by 2.4.1.7 of Nox technical code, are being used. Where adjustments and/or modifications in a specification are referenced in the Technical File, they must fall within the range recommended by the applicant for engine certification and approved by the Administration.)	
3.1.11.4	*If the simplified method is used:*	
3.1.11.4.1	Review of engine documentation contained in the approved technical file.	
3.1.11.4.2	Has the test procedure been approved by the Administration or its R.O.?	
3.1.11.4.3	Confirmation that the analyzers, engine performance sensors, ambient condition measurement equipment, span check gases and other test equipment are of the correct type and have been calibrated in accordance with the NOx Technical Code.	
3.1.11.4.4	Confirmation that the correct test cycle, as defined in the engine's technical file, is used for this on- board confirmation test measurements.	
3.1.11.4.5	Ensuring that a fuel sample is taken during the test and submitted for analysis.	
3.1.11.4.6	Witnessing the test and confirmation that a copy of the test report has been submitted for approval on completion of the test.	
3.1.11.5	*If the direct measurement and monitoring method is used:*	
3.1.11.5.1	Review of technical file of engine to verify that the direct measurement and monitoring method is approved by the Administration.	
3.1.11.5.2	Documentation / Approval of the installed measuring equipment.	
3.1.11.5.3	Confirmation that the procedures to be checked in the direct measurement and monitoring method and the data obtained as given in the approved onboard monitoring manual has been followed.	
3.1.11.5.4	Verification of logged measurement results in order to ensure that the engine comply with the NOx Technical Code and Reg. 13.	
3.1.12	Confirmation that the vapour collect system, if required, is maintained in accordance with its approved arrangement	
3.1.13	Confirmation from an external examination that each incinerator is in a generally satisfactory condition and free from leaks of gas or smoke and maintained according to approved arrangement.	
3.1.14	Confirmation if necessary by simulated test or equivalent, the satisfactory operation of the following alarms and safety devices for the incinerator during renewal survey.	
3.1.15	Confirmation that MARPOL samples as required are retained on board and labels duly completed or otherwise retained under the ship's control	

	For Tankers:	
3.2.1	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	
3.2.2	Confirming the satisfactory operation of the oil/water interface detectors	
3.2.3	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	
3.2.4	Confirming the satisfactory operation of the isolation valves to steam heaters for washing water, when fitted	
3.2.5	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	
3.2.6	Examining the manual and/or remote operation of the individual tank valves (or other similar closing devices) to be kept closed at sea	
	For Tankers (Additional items for Renewal Survey)	
3.3.1	Confirmation that the arrangements of slop tanks or cargo tanks designated as slop tanks and associated piping systems are satisfactory	
3.3.2	Confirmation, if necessary by simulated test or equivalent, of the satisfactory operation of the oil discharge monitoring and control system and its associated equipment, including the oil/water interface detectors	
3.3.3	Confirmation that the arrangements of pumps, pipes and valves are in accordance with the requirements for SBT systems and there are no cross-connections between the cargo and segregated ballast systems	
3.3.4	Confirmation that the arrangements of pumps, pipes and valves are in accordance with the Revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks	
3.3.5	Confirmation that the crude oil washing system is in accordance with the requirements for such systems	
3.3.6	Carrying out pressure testing of the crude oil washing system to at least the working pressure and confirming it is satisfactory	
3.3.7	Examining the cargo tanks verifying the continued effectiveness of the installed crude oil washing and stripping systems	

3.3.8	Examining internally, when fitted, the isolation valves for any steam heaters	
3.3.9	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.	
3.3.10	Confirmation that there is no leakage from those ballast pipelines passing through cargo tanks and those cargo pipelines passing through ballast tanks	
3.3.11	Confirmation that the pumping, piping and discharge arrangements are satisfactory	
3.3.12	Confirmation 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	
3.3.13	Confirmation that the arrangements for the part flow system, where fitted, are satisfactory	
3.3.14	Confirmation that closing devices installed in the cargo transfer system and cargo piping as appropriate are satisfactory	

Observations

1	Confirmation that the vessel complies with all requirements with regard to prevention of pollution as in the Coastal Vessel Rules Notification 2014 as applicable to the vessel and the survey has been completed satisfactorily and pollution prevention certificate has been endorsed / interim certificate has been issued*.	...
2	Any other remarks:	

Surveyor(s) to Indian Register of Shipping

Date: …… Port: ……