

SURVEY GUIDELINES FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

Table of Contents

Preamble

1. Definitions

2. Initial Surveys

- 2.1 Examination of plans and designs
- 2.2 Examination of plans and designs - additional requirements for oil tankers
- 2.3 Survey during construction and after installation
- 2.4 Survey during construction and after installation - additional requirements for oil tankers
- 2.5 Check the documentation on board ships
- 2.6 Check the additional documentation on board oil tankers
- 2.7 Completion of Initial Survey

3. Annual Survey

- 3.1 Examination of current certificates and other records
- 3.2 Examination of current certificates and other records additionally for oil tankers
- 3.3 Survey
- 3.4 Survey of the additional requirements for oil tankers
- 3.5 Completion of Annual Survey

4. Intermediate Survey

- 4.1 Examination of current certificates and other records
- 4.2 Examination of current certificates and other records additionally for oil tankers
- 4.3 Survey
- 4.4 Survey of the additional requirements for oil tankers
- 4.5 Completion of Intermediate Survey.

5. Renewal Survey

- 5.1 Examination of current certificates and other records
- 5.2 Examination of current certificates and other records additionally for oil tankers
- 5.3 Survey
- 5.4 Survey of the additional requirements for oil tankers
- 5.5 Completion of Renewal Surveys

PREAMBLE

- i. The thoroughness of severity of the annual, intermediate and renewal surveys should depend upon the condition of the ship and its equipment. Should any doubt arise as to the maintenance of the condition of the ship or its equipment, then further examination and testing should be considered necessary.
- ii. Equipment fitted in addition to that required by the Regulations should also be subject to survey, using the present Guidelines as a basis for survey.

1. DEFINITIONS

For the purposes of these Guidelines the following definitions apply:

1.1 **Initial survey** means a complete inspection before a ship is put into service of all the items relating to the International Oil pollution Prevention (IOPP) Certificate to ensure that the relevant requirements are complied with and that these items are satisfactory for the service for which the ship is intended.

1.2 **Annual survey** means a general inspection of the items relating to the IOPP Certificate to ensure that they have been maintained and remain satisfactory for the service for which the ship is intended.

1.3 **Intermediate survey** means an inspection of specified items relevant to the IOPP Certificate to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended.

1.4 **Renewal survey** means a complete inspection of the all items relating to the IOPP Certificate to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended, and leads to the issue of a new certificate.

2. INITIAL SURVEY

2.1 *Examination of plans and designs* - should consist of:

- .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 (MARPOL Annex I regs.9 and 16);
- .2 examining the arrangements for operation in special areas (MARPOL Annex I reg.10);
- .3 examining the arrangements for the segregation of oil and water ballast and the carriage of oil in the forepeak tanks (MARPOL Annex I reg.14);
- .4 examining the sludge tank and standard discharge arrangements (MARPOL Annex I regs.17 and 19).

2.2 *Examination of plans and designs - additional requirements for oil tankers* - should consist of:

- .1 examining the arrangements for the control of the discharge of oil and for the retention of oil on board (MARPOL Annex I regs.9 and 15);
- .2 examining the arrangements for operation in special areas (MARPOL Annex I reg.10);
- .3 examining the arrangements for the segregated ballast tanks, checking their capacity and ascertaining whether the draft and trim conditions will be met (MARPOL Annex I reg.13);
- .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 Annex I regs.13 and 13B);

- .5 examining, as appropriate, the arrangements for the prevention of oil pollution in the event of collision or stranding (MARPOL Annex I reg.13F);
- .6 examining the protective location of the segregated ballast spaces and the arrangements for minimising pollution due to side and bottom damages (MARPOL Annex I regs.13E and 22 to 25);
- .7 examining the pumping, piping and discharge arrangements (MARPOL Annex I reg.18);
- .8 examining the shipboard oil pollution emergency plan (MARPOL Annex I reg.26).

2.3 *Survey during construction and after installation* - should consist of:

- .1 confirming the satisfactory installation and operation of, as appropriate, the oily-water separating equipment or the oily-water separating equipment fitted with either an oil discharge monitoring and control system (including the operation of the automatic and manual operation of the means provided to stop the discharge of effluent) or oil filtering equipment (including the satisfactory operation of the alarm) or other installation (MARPOL Annex I regs.9 and 16);
- .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 Annex I regs.9 and 16);
- .3 testing, where fitted, the automatic stopping device required for discharges in Special Areas (MARPOL Annex I reg.10);
- .4 confirming the segregation of the oil fuel and water ballast system (MARPOL Annex I reg.14);
- .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 Annex I reg.17);
- .6 confirming the provision of the standard discharge connection (MARPOL Annex I reg.19).

2.4 *Survey during construction and after installation - additional requirements for oil tankers* - should consist of:

- .1 confirming that the arrangements of slop tanks or cargo tanks designated as slop tanks and associated piping systems are satisfactory (MARPOL Annex I regs.9 and 15);
- .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 and the accuracy of the flow meter (MARPOL Annex I regs.9 and 15);
- .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 Annex I regs.9 and 15);
- .4 confirming that the approved oil/water interface detectors are on board and are operational (MARPOL Annex I regs.9 and 15);
- .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 Annex I reg.13);
- .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 Annex I reg.13);

- .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 Annex I reg.13);
- .8 confirming that the crude oil washing system is installed in accordance with the approved plans (MARPOL Annex I reg.13B) and, in particular:
 - .8.1 examining 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;
 - .8.2 carrying out pressure testing of the crude oil washing system to 1.5 times the working pressure;
 - .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;
 - .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;
 - .8.5 checking that the prescribed means of communications between the deck watchkeeper and the cargo control position is operational;
 - .8.6 confirming that an overpressure relief device (or other approved arrangement) is fitted to the pumps supplying the crude oil washing system;
 - .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;
- .9 verifying the effectiveness of the crude oil washing system (MARPOL Annex I reg.13B) and, in particular:
 - .9.1 checking tanks containing departure and/or arrival ballast water, as applicable, to confirm the effectiveness of the cleaning and stripping;
 - .9.2 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;
 - .9.3 checking the effectiveness of the stripping system in appropriate cargo tanks by observing the monitoring equipment and by hand-dipping or other approved means;
 - .9.4 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;
- .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;
- .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 Annex I reg.13F);
- .12 confirming that the piping systems associated with the discharge of dirty ballast water or oil-contaminated water are satisfactory (MARPOL Annex I reg.18);
- .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 Annex I reg.18);
- .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 Annex I reg.18);

- .15 confirming that the arrangements for the part flow system, where fitted, are satisfactory (MARPOL Annex I reg.18);
 - .16 confirming that closing devices installed in the cargo transfer system and cargo piping as appropriate are satisfactory (MARPOL Annex I reg.24);
 - .17 confirming that the subdivision and stability arrangements, in addition to the provision of above paragraph 2.4.16, to prevent progressive flooding are satisfactory (MARPOL0 Annex I reg.24).
- 2.5 *Check the documentation on board ships* - should consist of:
- .1 confirming that certificates for type approval of oil pollution prevention equipment, such as oily-water separating equipment, oil filtering equipment, process units, oil content meters are available (MARPOL Annex I reg.16);
 - .2 confirming that the Oil Record Book (Part I) has been provided (MARPOL Annex I reg.20).
- 2.6 *Check the additional documentation on board oil tankers* - should consist of:
- .1 confirming that, if applicable, a Dedicated Clean Ballast Tank Operation Manual has been provided (MARPOL Annex I reg.13A);
 - .2 confirming that, if applicable, a Crude Oil Washing Operations and Equipment Manual has been provided (MARPOL Annex I reg.13B);
 - .3 confirming that an operations manual for the oil discharge monitoring and control system has been provided (MARPOL Annex I reg.15);
 - .4 confirming that the certificates for the type approval of oil pollution prevention equipment, such as oily-water separating equipment, oil filtering equipment, process units, oil content meters, oil/water interface detectors have been provided (MARPOL Annex I regs.15 and 16);
 - .5 confirming that an Oil Record Book (Part II) has been provided (MARPOL Annex I reg.20);
 - .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 Annex I reg.18(6)(e));
 - .7 confirming that the information and data concerning the loading and damage stability has been provided (MARPOL Annex I reg.25);
 - .8 confirming that the shipboard oil pollution emergency plan has been provided (MARPOL Annex I reg.26).
- 2.7 *Completion of initial survey* - should consist of:
- .1 after satisfactory survey, the International Oil Pollution Prevention Certificate should be issued.

3 ANNUAL SURVEY

3.1 *Examination of current certificates and other records* - should consist of:

- .1 checking the validity, as appropriate, of the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Radio Certificate and the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate;
- .2 checking the validity of the International Load Line Certificate or International Load Line Exemption Certificate;

- .3 checking the validity of the International Oil Pollution Prevention Certificate;
- .4 checking the certificates of class, if the ship is classed with a classification society;
- .5 checking, when appropriate, the validity of the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk;
- .6 checking, when appropriate, the validity of the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk;
- .7 checking, when appropriate, the validity of the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk;
- .8 checking that the ship's complement complies with the Minimum Safe Manning Document (SOLAS 74/88 reg.V/13(b));
- .9 checking that the master, officers and ratings are certificated as required by the STCW Convention;
- .10 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;
- .11 checking from the certificates for the type approval of the oil pollution prevention equipment, such as the oily-water separating equipment, oil filtering equipment, process units, oil content meters and oil/water interface detectors and sighting the records of the various oil discharge monitoring equipment, as applicable (MARPOL Annex I reg.16);
- .12 checking whether the appropriate entries have been made in Part I of the Oil Record Book (MARPOL Annex I reg.20).

3.2 *Examination of current certificates and other records additionally for oil tankers* - should consist of:

- .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 Annex I regs.13A and 13B);
- .2 confirming that, when appropriate, the approved operational procedures for existing oil tankers having special ballast arrangements are on board (MARPOL Annex I reg.13D);
- .3 confirming, when appropriate, that a complete file of the enhanced survey reports and Condition Evaluation Report are on board (MARPOL, Annex I, regulation 13G);
- .4 confirming that the operations manual for the oil discharge monitoring and control system, is on board (MARPOL Annex I reg.15);
- .5 checking whether the appropriate entries have been made in Part II of the Oil Record Book (MARPOL Annex I reg.20);
- .6 confirming that the loading and stability information in an approved form, where applicable, is on board (MARPOL Annex I reg.25);
- .7 confirming that the oil pollution emergency plan is on board (MARPOL Annex I reg.26).

3.3 *Survey* - should consist of:

- .1 examining externally the oily-water separating equipment or oil filtering equipment or process unit, where fitted, and confirming, as far as practicable, their satisfactory operation including, when appropriate, testing the alarm for the oil filtering equipment (MARPOL Annex I regs.9 and 16);

- .2 examining externally the oil discharge monitoring and control system and confirming, as far as practicable, its satisfactory operation, including, where possible, the automatic and manual operation of the means provided to stop the discharge of effluent, observing that indicators and recording devices in the monitor are operable and verifying that a sufficient supply of consumables for the recorders are on board (MARPOL Annex I regs.9 and 16);
- .3 testing, where fitted, the automatic stopping device required for discharge in special areas (MARPOL Annex I reg.10);
- .4 confirming the segregation of oil fuel and water ballast systems (MARPOL Annex I reg.14);
- .5 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 Annex I reg.17);
- .6 confirming that a standard discharge connection is provided (MARPOL Annex I reg.19).

3.4 *Survey of the additional requirements for oil tankers - should consist of:*

- .1 examining the oil discharge monitoring and control system and its associated equipment (MARPOL Annex I regs.9 and 15) and, in particular:
 - .1.1 examining externally the system and equipment;
 - .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;
 - .1.3 observing that indicators and recording devices are operable and verifying that sufficient supply of consumables for the recorders are on board;
 - .1.4 testing, as far as practicable, any audible or visual alarms fitted to the oil discharge monitoring and control system;
- .2 examining, as far as practicable, the oil/water interface detectors (MARPOL Annex I regs.9 and 15);
- .3 confirming that no cross connections have been fitted between the cargo and segregated ballast systems (MARPOL Annex I reg.13);
- .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 Annex I reg.13);
- .5 confirming by sighting that there has been no contamination with oil in the segregated ballast tanks (MARPOL Annex I reg.13);
- .6 confirming, as far as practicable, that the dedicated clean ballast tank arrangement remains satisfactory (MARPOL Annex I reg.13A);
- .7 confirming by sighting that there has been no contamination with oil in the dedicated clean ballast tanks (MARPOL Annex I reg.13A);
- .8 confirming, as far as practicable, that the crude oil washing system remains satisfactory (MARPOL Annex I reg.13B) and in particular:
 - .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;

- .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;
- .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;
- .8.4 checking that the prescribed means of communications between the deck watchkeeper and the cargo control position is operational;
- .8.5 confirming that an overpressure relief device (or other approved arrangement) is fitted to the pumps supplying the crude oil washing systems;
- .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;
- .9 verifying, as far as practicable, the effectiveness of the crude oil washing system (MARPOL Annex I reg.13B) and, in particular:
 - .9.1 checking tanks containing departure and/or arrival ballast water, as applicable, to confirm the effectiveness of the cleaning and stripping;
 - .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;
 - .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;
- .10 confirming that on those existing tankers operating with special ballast arrangements, the arrangements are as approved and are satisfactory (MARPOL Annex I reg.13D);
- .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 Annex I regs.13F and 13G)*;
- .12 examining the piping systems associated with the discharge of dirty or oil-contaminated water including the part flow system, if fitted (MARPOL Annex I reg.18);
- .13 testing the communication system between the observation and discharge control positions (MARPOL Annex I reg.18);
- .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 Annex I reg.18).

3.5 *Completion of the annual survey* - should consist of:

- .1 after a satisfactory survey, the International Oil Pollution Prevention Certificate should be endorsed;
- .2 if a survey shows that the condition of a ship or its equipment is unsatisfactory, the officer of the Administration, nominated surveyor or recognized organization should be guided by the requirements of MARPOL 73/78/90 Annex I regulation 4(3)(d). This instrument requires that corrective action be taken immediately and the Administration notified in due course. 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.

4 INTERMEDIATE SURVEY

4.1 *Examination of current certificates and other records* - should consist of:

- .1 the provisions of above Section 3.1 (Annual Survey).

4.2 *Examination of current certificates and other records additionally for oil tankers* - should consist of:

- .1 the provisions of 3.2 (Annual Survey).

4.3 *Survey* - should consist of:

- .1 the provisions of 3.3 (Annual Survey).
- .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 Annex I regs.9 and 16);
- .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 Annex I regs.9 and 16).

4.4 *Survey of the additional requirements for oil tankers* - should consist of:

- .1 the provisions of 3.4 (Annual Survey).
- .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 Annex I regs.9 and 15);
- .3 confirming the satisfactory operation of the oil/water interface detectors (MARPOL Annex I regs.9 and 15);
- .4 for the crude oil washing system (MARPOL Annex I reg.13B):
 - .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;
 - .4.2 confirming the satisfactory operation of the isolation valves to steam heaters for washing water, when fitted;
 - .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 required in IMO Resolution A.948(23) for the Intermediate Survey for Cargo Ship Safety Construction Certificate;
- .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 Annex I reg.24).

4.5 *Completion of the intermediate survey* - should consist of:

- .1 after a satisfactory survey, the International Oil Pollution Prevention Certificate should be endorsed;

- .2 if a survey shows that the condition of a ship or its equipment is unsatisfactory, the officer of the Administration, nominated surveyor or recognized organization should be guided by the requirements of MARPOL 73/78/90 Annex I regulation 4(3)(d). This instrument requires that corrective action be taken immediately and the Administration notified in due course. 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.

5 RENEWAL SURVEY

5.1 *Examination of current certificates and other records* - should consist of:

- .1 the provisions of 3.1 (Annual Survey), except for the validity of the International Oil Pollution Prevention Certificate.

5.2 *Examination of current certificates and other records additionally for oil tankers* - should consist of:

- .1 the provisions of 3.2 (Annual Survey), except for the validity of the International Oil Pollution Prevention Certificate.

5.3 *Survey* - should consist of:

- .1 the provisions of 4.3 (Intermediate Survey);
- .2 confirming, if necessary by simulated test or equivalent, the satisfactory operation of the oily-water separating equipment or oil filtering equipment (MARPOL Annex I regs.9 and 16);
- .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 Annex I regs.9 and 16);
- .4 confirming the satisfactory operation of the alarm for the oil filtering system (MARPOL Annex I regs.9 and 16);
- .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 Annex I reg.17).

5.4 *Survey of the additional requirements for oil tankers* - should consist of:

- .1 the provisions of above Section 4.3 (Intermediate Survey);
- .2 confirming that the arrangements of slop tanks or cargo tanks designated as slop tanks and associated piping systems are satisfactory (MARPOL Annex I regs.9 and 15);
- .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 Annex I regs.9 and 15);
- .4 confirming that the arrangements of pumps, pipes and valves are in accordance with the requirements for SBT systems (MARPOL Annex I reg.13);
- .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 Annex I reg.13A);

- .6 confirming that the crude oil washing system is in accordance with the requirements for such systems (MARPOL Annex I reg.13A) and, in particular:
 - .6.1 carrying out pressure testing of the crude oil washing system to at least the working pressure;
 - .6.2 examining the cargo tanks for the express purpose of verifying the continued effectiveness of the installed crude oil washing and stripping systems;
 - .6.3 examining internally, when fitted, the isolation valves for any steam heaters;
- .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 (MARPOL Annex I reg.13B);
- .8 confirming that there is no leakage from those ballast pipelines passing through cargo tanks and those cargo pipelines passing through ballast tanks (MARPOL Annex I regs.13, 13A and 13B);
- .9 confirming that the pumping, piping and discharge arrangements are satisfactory (MARPOL Annex I reg.18) and, in particular:
 - .9.1 confirming that the piping systems associated with the discharge of dirty ballast water or oil contaminated water are satisfactory;
 - .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;
 - .9.3 confirming that the arrangements for the part flow system, where fitted, are satisfactory;
- .10 confirming that closing devices installed in the cargo transfer system and cargo piping as appropriate are satisfactory (MARPOL Annex I reg.24);
- .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 Annex I regs.13F and 13G).

5.5 *Completion of the renewal survey* - should consist of:

- .1 after a satisfactory survey, the International Oil Pollution Prevention Certificate should be issued.