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**Adopted on 2 December 2009
(Agenda item 10)**

**AMENDMENTS TO THE SURVEY GUIDELINES UNDER THE HARMONIZED
SYSTEM OF SURVEY AND CERTIFICATION, 2007**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO the adoption by:

- (a) the International Conference on the Harmonized System of Survey and Certification, 1988, of the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, and the Protocol of 1988 relating to the International Convention on Load Lines, 1966, which, *inter alia*, introduced the harmonized system of survey and certification under the International Convention for the Safety of Life at Sea, 1974 and the International Convention on Load Lines, 1966, respectively;
- (b) resolution MEPC.39(29) of amendments to introduce the harmonized system of survey and certification into the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 Protocol relating thereto (MARPOL 73/78);
- (c) resolution MEPC.132(53) of amendments to introduce the harmonized system of survey and certification to the MARPOL Annex VI; and
- (d) the resolutions given below of amendments to introduce the harmonized system of survey and certification into:
 - (i) the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (resolutions MEPC.40(29) and MSC.16(58));

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- (ii) the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (resolution MSC.17(58)); and
- (iii) the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) (resolutions MEPC.41(29) and MSC.18(58)),

RECALLING FURTHER that, by resolution A.997(25), it adopted Survey Guidelines under the Harmonized System of Survey and Certification, 2007 (hereinafter referred to as “Survey Guidelines”), with a view to assisting Governments in the implementation of the requirements of the aforementioned instruments,

RECOGNIZING the need for the Survey Guidelines to be further revised to take account of amendments to the IMO instruments referred to above which have entered into force or become effective since the adoption of resolution A.997(25),

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee, at its eighty-sixth session, and the Marine Environment Protection Committee, at its fifty-ninth session,

1. ADOPTS the amendments to the Survey Guidelines under the Harmonized System of Survey and Certification, 2007, set out in the annex to the present resolution;
2. INVITES Governments carrying out surveys required by the relevant IMO instruments to follow the provisions of the annexed amendments to the Survey Guidelines;
3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Survey Guidelines under review and amend them as necessary;
4. REQUESTS FURTHER that a consolidated text of the Survey Guidelines, as amended, be displayed on the Organization’s website.

ANNEX

AMENDMENTS TO THE SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION, 2007

The struck-out text indicates deletions and the underlined text shows additions or changes to the Survey Guidelines.

1 Amendments to **General – 1 Introduction** are as follows:

- 1.1.2 International Convention on Load Lines, 1966 (LLC 1966) ~~as amended~~ and as modified by its 1988 Protocol, as amended (LL 66/88/04);
- 1.2 These Guidelines contain amendments to statutory instruments which have entered into force up to and including 31 December 2009: (see appendix 1):
- 1.4.2 intervals between the periodical surveys of equipment covered by the Cargo Ship Safety Equipment Certificate are ~~alternatively~~ alternately two and three years instead of two years;

2 Amendments to **General – 4 Description of the various types of surveys** are as follows:

- 4.1.1.1 The initial survey, as required by the relevant regulations (see 2.8.1), should be held before the ship is put in service, or when a new instrument applies to an existing ship, and the appropriate certificate is issued for the first time.
- 4.1.2.1 The initial survey ~~before the ship is put into service~~ should include a complete inspection, with tests when necessary, of the structure, machinery and equipment to ensure that the requirements relevant to the particular certificate are complied with and that the structure, machinery and equipment are fit for the service for which the ship is intended.
- 4.6.2.1 The inspection of the outside of the ship's bottom and the survey of related items (see 5.1) should include an inspection to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended¹.

3 Amendments to the last five lines of the English text in **General – 5.2 Extending to five years a certificate issued for less than five years** are as follows:

“in accordance with SOLAS 74/88/04 regulation I/14(b)(ii), LLC 66/88/04 article 19(2)(b), MARPOL 90/04, Annex I, regulation 10.2.2, MARPOL 90/04 Annex II regulation 10.2.2, MARPOL Annex ~~V~~ IV, regulation 8.2.2, MARPOL Annex VI regulation 9(2)(b), the IBC Code 83/90/04, regulation ~~1.5.6.6.2~~ 1.5.6.2.2, the IGC Code 83/90/04, regulation 1.5.6.2.2, the BCH Code 85/90/00, regulation 1.6.6.2.2.”

¹ Refer to MSC.1/Circ.1223 “Guidelines for pre-planning of surveys in dry dock of ships which are not subject to the enhanced programme of inspections”.

4 Amendments to the second sentence in **General – 5.8 Surveys required after transfer of the ship to the flag of another State** are as follows:

“When so requested, the Government of the State whose flag the ship was ~~formally~~ formerly entitled to fly is obliged to forward, as soon as possible, to the new Administration copies of certificates carried by the ship before the transfer and, if available, copies of the relevant survey reports and records, such as record of safety equipment and conditions of assignment for load line.”

5 Amendments to the last paragraph in **General – 5.10 Inspection of the outside of the passenger ship’s bottom** are as follows:

“If a survey in dry-dock is not completed within the maximum intervals referred to above, the Passenger Ship Safety Certificate shall cease to be valid until the survey in dry-dock is completed.”

6 Amendments to the first sentence in **General – 5.11 Survey of radio installations** are as follows:

“The survey of the radio installations, including those used in life-saving appliances, should always be carried out by a qualified radio surveyor who has necessary knowledge of the requirements of the 1974 SOLAS Convention, the International Telecommunication Union’s Radio Regulations and the associated performance standards for radio equipment.”

7 Amendments to the last sentence in **General – 5.12 Survey of the automatic identification system (AIS)** are as follows:

~~“The survey of the automatic identification system should be carried out using suitable test equipment capable of performing all the relevant measurements required by these guidelines~~ The survey of the automatic identification system should be carried out using suitable test equipment capable of performing all the relevant measurements required by and in accordance with the Guidelines on Annual Testing of the Automatic Identification System (AIS) MSC.1/Circ.1252.”

8 Amendments to **Annex 1 – 1 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY EQUIPMENT CERTIFICATE – 1.1 Initial surveys** are as follows:

(EI) 1.1.1.3 checking the provision, specification and arrangements of the fire fighters’ outfits and emergency escape breathing devices – EEBDs – (SOLAS 74/00 reg. II-2/10.10, 13.3.4 and 13.4.3; FSSC ch. 3) (SOLAS 74/88 reg. II-2/17) (BCH Code Ch.III Part E);

(EI) 1.1.1.8 checking the provision of a fire-extinguishing system for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces (SOLAS 74/00 reg. II-2/10.6.3 and 10.6.4; FSSC chs. 5 and 7) (SOLAS 74/88 reg. II-2/18.7) (BCH Code Ch.III Part E);

(EI) 1.1.1.11bis checking navigation bridge visibility (SOLAS 74/00, reg. V/22);

- (EI) 1.1.1.21 examining the plans for the positioning of, and the specification for, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea (COLREG) in force, ~~regs-~~ rules 20 to 24, 27 to 30 and 33);
- (EI) 1.1.1.24*bis* checking the provision and specification of the long-range identification and tracking system (SOLAS 04, reg. V/19-1);
- (EI) 1.1.3.3 examining the fire fighters' outfits and emergency escape breathing devices – EEBDs – (SOLAS 74/00 reg. II-2/10.10, 13.3.4 and 13.4.3; FSSC ch.3) (SOLAS 74/88 reg. II-2/17) (BCH Code Ch.III Part E);
- (EI) 1.1.3.8 examining the fire-extinguishing system for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces and confirming that installation tests have been satisfactorily completed and that its means of operation are clearly marked (SOLAS 74/00 reg. II-2/10.6.3 and 10.6.4; FSSC chs. 4 to 7) (SOLAS 74/88 reg. II-2/18.7) (BCH Code Ch.III Part E);
- (EI) 1.1.3.14 examining each survival craft, including its equipment. For liferafts provided for easy side to side transfer, verifying that they are less than 185 kg (SOLAS 74/88 reg. III/31; LSAC sections 2.5, 3.1 to 3.3 and 4.1 to 4.9) (SOLAS 74/00 reg. III/31.1);
- (EI) 1.1.3.17 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/88 reg. III/14, 31; LSAC sections 2.5, 5.1 and 6.1);
- (EI) 1.1.3.25 examining the provision and positioning and checking the operation of, as appropriate, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea (COLREG) in force, ~~regs-~~ rules 20 to 24, 27 to 30 and 33);
- (EI) 1.1.3.28.13 transmitting heading device providing heading information to radar, plotting aids and automatic identification system equipment ~~and voyage data recorder~~;
- (EI) 1.1.3.30 checking the record of the voyage data recorder annual performance test (SOLAS 74/00, reg. V/18);
- (EI) 1.1.3.31*bis* checking that a valid conformance test report of the long-range identification and tracking system is available on board (SOLAS 04, reg. V/19-1);
- (EI) 1.1.4.1 checking the deck foam system, including the supplies of foam concentrate, and testing that the minimum number of jets of water at the required pressure in the fire main is obtained (see (EI) 1.1.3.1) when the system is in operation (SOLAS 74/00, reg. II-2/10.88; FSSC ch.15) (SOLAS 74/88, reg. II-2/61);

(EI) 1.1.5.6 confirming that the training manual and training aids for the life-saving appliances have been provided and are available in the working language of the ship (SOLAS 74/00, reg. III/35);

9 Amendments to **Annex 1 – 1 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY EQUIPMENT CERTIFICATE – 1.2 Annual surveys** are as follows:

(EA) 1.2.1.2bis checking the validity of the International Ship Security Certificate;

(EA) 1.2.1.23 confirming that the training manual and training aids for the life-saving appliances are ~~on board~~ available on board in the working language of the ship (SOLAS 74/00, reg. III/35);

(EA) 1.2.1.32 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable;

(EA) 1.2.2.3 confirming that the fire fighters' outfits 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 (SOLAS 74/00 reg. II-2/10.10, 13.3.4 and 13.4.3; FSSC ch. 3) (SOLAS 74/88 reg. II-2/17) (BCH Code Ch. III Part E);

(EA) 1.2.2.8 examining the fire-extinguishing systems for spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces (SOLAS 74/00 reg. II-2/10.6.3 and 10.6.4; FSSC chs. 5 to 7) (SOLAS 74/88 reg. II-2/18.7) (BCH Code Ch. III Part E);

(EA) 1.2.2.15bis for liferafts provided for easy side to side transfer, verifying that they are less than 185 kg (SOLAS 74/00 reg. III/31.1)

(EA) 1.2.2.16 checking that the falls used in launching appliances have been ~~turned end for end in the previous 30 months and~~ periodically inspected and have been renewed as necessary in the past 5 years ~~or have been subject to periodic inspection and been renewed within 4 years~~ (SOLAS 74/00 reg. III/20);

(EA) 1.2.2.17 examining the embarkation arrangements and launching appliances for each survival craft. Each lifeboat should be lowered to the embarkation position or, if the stowage position is the embarkation position, lowered a short distance and, if practicable, one of the survival craft should be lowered to the water. The operation of the launching appliances for davit-launched liferafts should be demonstrated. ~~A check~~ Checking that a thorough examination of launching appliances, including the dynamic testing of the winch brake, and servicing of lifeboat and rescue boat on-load release gear, including free-fall lifeboat release systems and davit-launched liferaft automatic release hooks, has been carried out (SOLAS 74/00 reg. III/11, 12, 13, 16, 20 and 31; LSAC section 6.1);

- (EA) 1.2.2.18 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/88 reg. III/14, 31; LSAC sections 2.5, 5.1 and 6.1);
- (EA) 1.2.2.26 checking that the required navigation lights, shapes and sound signalling equipment are in order (International Regulations for Preventing Collisions at Sea (COLREG) in force, ~~regs.~~ rules 20 to 24, 27 to 30 and 33);
- (EA) 1.2.2.29 checking the rotational deployment of MES (SOLAS 74/88, reg. III/20.8.2; LSAC section 6.2.2.2);
- (EA) 1.2.2.31bis checking that a valid conformance test report of the long-range identification and tracking system is available on board, where fitted (SOLAS 04 reg. V/19-1);

10 Amendments to **Annex 1 – 2 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE – 2.1 Initial surveys** are as follows:

- (CI) 2.1.1.7 examining the plans for the structural fire protection, including ventilation systems, in accommodation and service spaces, control stations and machinery spaces and oil fuel and lubricating oil systems (SOLAS 74/00, reg. II-2/4.4, 4.2.2, ~~4.2.2.3~~, 4.2.2.3, 4.2.2.4, 4.2.2.5, 4.4, 5.2, 5.3.1, 5.3.2, 6.2, 6.3, 7.5.5, 7.7, 8.2, 8.4, 9.2.1, 9.2.2, 9.3, 9.5, 9.7.1, 9.7.2, 9.7.3, 9.7.5.2, 11.2, 11.3, 11.4, 11.5 and 17) (SOLAS 74/88 reg. II-2/42 to 52 (except 45 and 51)).
- (CI) 2.1.1.8 examining the plans for the structural fire protection, including ventilation systems, in cargo spaces (SOLAS 74/00 reg. II-2/5.2, 11.2, 11.3, 11.5, 19.3.8, 19.3.10, 20.2.1 and 20.3) (SOLAS 74/88 reg. II-~~24~~/42 to 54);
- (CI) 2.1.1.9 examining the plans for the means of escape (SOLAS 74/00 reg. II-2/13.2, 13.3.1, 13.3.3, 13.4.2 and 13.6; FSSC ch.13 paragraph 3) (SOLAS 74/88 reg. II-~~24~~/45);
- (CI) 2.1.1.10 examining the plans for the arrangements for gaseous fuel for domestic purposes (SOLAS 74/00 reg. II-2/4.3) (SOLAS 74/88 reg. II-~~24~~/51);
- (CI) 2.1.1.10bis examining the arrangements for the openings in the shell plating below the freeboard deck, (SOLAS 06 reg. II-1/15);
- (CI) 2.1.1.11 examining the plans for helicopter facilities for ships fitted with such facilities (SOLAS 74/00 reg. II-2/18) (SOLAS 74/88 reg. II-~~24~~/18.8);
- (CI) 2.1.1.18 confirming when appropriate that a corrosion prevention system is fitted in dedicated ballast water tanks of oil tankers and bulk carriers (SOLAS 74/06 reg. II-1/3-2).
- (CI) 2.1.1.19 examining, for oil tankers and bulk carriers when appropriate, the Ship Structure Access Manual (SOLAS 74/00/02/04 reg. II-1/3-6(4));
- (CI) 2.1.2.5 examining the plans of access to bow (SOLAS 74/00/04 reg. II-1/3-3);

- (CI) 2.1.2.6 examining the plans for emergency towing, for tankers of not less than 20,000 tonnes deadweight (SOLAS 74/00/04 reg. II-1/3-4);
- (CI) 2.1.2.7 checking the access to spaces in the cargo area of oil tankers (SOLAS 74/00, reg. II-1/12-2) (SOLAS 74/88/92 reg. II-1/12-2) (SOLAS 04, reg. II-1/3-6).
- (CI) 2.1.1.1 examining the plans for the hull (SOLAS 74/88, reg. II-1/11, 12.1, 14, 18 and 19) (SOLAS 06, reg. II-1/9, 10, 11, 12, 16 and 16-1);
- (CI) 2.1.1.2 examining the plans for the bilge pumping (SOLAS 74/88, reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (CI) 2.1.1.3 examining the stability information and the damage control plans (SOLAS 74/88/00, reg. II-1/22, 23-1 and 25) (SOLAS 06, reg. II-1/5, 5-1 and 19);
- (CI) 2.1.3.1 confirming that the collision bulkhead is watertight up to the freeboard deck, that the valves fitted on the pipes piercing the collision bulkhead are operable from above the freeboard deck and that there are no doors, manholes, ventilation ducts or any other openings (SOLAS 74/88 reg. II-1/11) (SOLAS 06, reg. II-1/12);
- (CI) 2.1.3.2 confirming that the subdivision bulkheads are constructed and tested as watertight up to the freeboard deck or margin line, as applicable (SOLAS 74/88 reg. II-1/14) (SOLAS 06, reg. II-1/10 and 11);
- (CI) 2.1.3.3 confirming that each watertight door has been tested (SOLAS 74/88 reg. II-1/18) (SOLAS 06, reg. II-1/16);
- (CI) 2.1.3.4 confirming that the arrangements for operating any watertight doors are generally in accordance with the requirements for passenger ships and carrying out similar tests, (see (PI) 5.1.2.5 to (PI) 5.1.2.7) (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13-1);
- (CI) 2.1.3.5 confirming by a hose or flooding test the watertightness of watertight decks and trunks, tunnels and ventilators (SOLAS 74/88 reg. II-1/19) (SOLAS 06, reg. II-1/16-1);
- (CI) 2.1.3.6 confirming that each bilge pump and the bilge pumping system provided for each watertight compartment is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (CI) 2.1.3.7 confirming that the drainage system of enclosed cargo spaces situated on the freeboard deck is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (CI) 2.1.3.8 conducting an inclining test, when this is required (SOLAS 74/88 reg. II-1/22) (SOLAS 06, reg. II-1/5);

- (CI) 2.1.3.9 confirming that the machinery, boilers and other pressure vessels, associated piping systems and fittings are 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 (SOLAS 74/00 reg. II-2/4.2 (except 4.2.2.3.4 relating to remote closing of valves included in safety equipment)) (SOLAS 74/88 reg. II-1/26) (~~SOLAS 74/88~~ and reg. II-2.15 (except ~~4.2.5~~ 15.2.5));
- (CI) 2.1.3.45 confirming that precautions, taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces, are efficient (SOLAS 74/00 reg. II-2/4.2.2.3);
- (CI) 2.1.3.46 confirming that the means of ascertaining the amount of oil contained in any oil tank are in good working condition (SOLAS 74/00 reg. II-2/4.2.2.3);
- (CI) 2.1.3.48 confirming that forepeak tanks are not intended for carriage of oil fuel, lubrication oil and other flammable oils (SOLAS 74/00 reg. II-2/4.2.2.3);
- (CI) 2.1.3.61bis confirming that dedicated sea water ballast tanks arranged in ships and double side skin spaces arranged in bulk carriers of 150 m in length and upward when appropriate have been coated in accordance with resolution MSC.215(82) (SOLAS 74/00/06 reg. II-1/3-2);
- (CI) 2.1.3.62 confirming for oil tankers and bulk carriers, when appropriate, the provision of means of access to cargo and other spaces in accordance with the arrangements in the Ship Structures Access Manual (SOLAS 74/00/02/04 reg. II-1/3-6);
- (CI) 2.1.4.6 confirming that access to bow is arranged in accordance with approved plans (SOLAS 74/00/04 reg. II-1/3-3);
- (CI) 2.1.4.7 confirming, for tankers of not less than 20,000 tonnes deadweight, that emergency towing is arranged in accordance with approved plans (SOLAS 74/00/04 reg. II-1/3-4);
- (CI) 2.1.4.8 confirming [~~for oil tankers to which the building contract is placed before 1/7/2008~~] when appropriate that dedicated seawater ballast tanks have an efficient corrosion protection system such as hard coating (SOLAS 74/00/06 reg. II-1/3-2).
- (CI) 2.1.6.1 confirming that the stability information and the damage control plans have been provided (SOLAS 74/88 reg. II-1/22 and 23-1) (SOLAS 06, reg. II-1/5-1 and 19);
- (CI) 2.1.6.5 confirming, for oil tankers and bulk carriers when appropriate, that the Ship Structure Access Manual is on board (SOLAS 74/00/02/04 reg. II-1/3-6(4));
- (CI) 2.1.6.7 confirming when appropriate that a coating technical file reviewed by the Administration has been provided on board (SOLAS 74/00/06 reg. II-1/3-2);

11 Amendments to **Annex 1 – 2 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE – 2.2 Annual surveys** are as follows:

- (CA) 2.2.1.2bis checking the validity of the International Ship Security Certificate;
- (CA) 2.2.1.14 confirming that the stability information, including damage stability, where applicable, and the damage control plans are on board (SOLAS 74/88/00 reg. II-1/22, 23 and 25) (SOLAS 06, reg. II-1/5-1 and 19);
- (CA) 2.2.2.3 examining the collision and the other watertight bulkheads as far as can be seen (SOLAS 74/88 reg. II-1/11 and 14) (SOLAS 06, reg. II-1/10, 11 and 12);
- (CA) 2.2.2.4 examining and testing (locally and remotely) all the watertight doors in watertight bulkheads (SOLAS 74/88 reg. II-1/18) (SOLAS 06, reg. II-1/16);
- (CA) 2.2.2.4bis examining the arrangements for closing openings in the shell plating below the freeboard deck (SOLAS 06 reg. II-1/15);
- (CA) 2.2.2.5 examining each bilge pump and confirming that the bilge pumping system for each watertight compartment is satisfactory (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (CA) 2.2.2.6 confirming that the drainage from enclosed cargo spaces situated on the freeboard deck is satisfactory (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (CA) 2.2.2.34 for single hull, single hold cargo ships, examining the cargo hold water level detector and its audible and visual alarm (SOLAS 74/04 reg. II-1/23-3) (SOLAS 06, reg. II-1/25).
- (CA) 2.2.1.19bis confirming that suitable Material Safety Data Sheets are available on board;
- (CA) 2.2.1.23 confirming, ~~for~~ that bulk carriers of 150 m in length and upwards of single skin construction designed to carry solid bulk cargoes having a density of 1,780 kg/m³ and above, constructed before 1 July 1999, have, after the implementation date given in SOLAS 94/97 reg. XII/3, sufficient stability and strength to withstand flooding of the foremost cargo hold (SOLAS 74/97 reg. XII/3, 4, 5 and 6);
- (CA) 2.2.1.28 confirming when appropriate that the coating technical file is available on board when appropriate (SOLAS 74/00/06 reg. II-1/3-2);
- (CA) 2.2.1.29 confirming when appropriate that the maintenance of the protective coating is included in the overall ship's maintenance system (SOLAS 74/00/06 reg. II-1/3-2);

- (CA) 2.2.1.30 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.
- (CA) 2.2.2.4bis examining the arrangements for closing openings in the shell plating below the freeboard deck (SOLAS 06 reg. II-1/15);
- (CA) 2.2.2.24 confirming, as far as practicable, that no changes have been made in the structural fire protection, examining any manual and automatic fire doors and proving their operation, testing the means of closing the main inlets and outlets of all ventilation systems and testing the means of stopping power ventilation systems from outside the space served (SOLAS 74/00 reg. II-2/4.4, 5.2, 5.3.1, 5.3.2, 5.3.2, 6.2, 6.3, 7.5.5, 7.7, 8.2, 8.3, 8.4, 9.2.1, 9.2.3, 9.3, 9.4.2, 9.5, 9.7.1, 9.7.2, 9.7.3, 9.7.5.2, 11.2, 11.3, 11.4, 11.5, 19.3.8, 19.3.10, 20.2.1 and 20.3) (SOLAS 74/88 reg. II-2/42 to 44, 46 to 50 and 52);
- (CA) 2.2.2.29 confirming that new equipment containing asbestos was not fitted on board since last survey (SOLAS 74/00/04 reg. II-1/3-5);
- (CA) 2.2.2.35 confirming that the coating system in dedicated SWB tanks in ships and double side skin spaces arranged in bulk carriers of 150 m in length and upward when appropriate is maintained and that maintenance, repair and partial recoating are recorded in the coating technical file (SOLAS 74/00/06 reg. II-1/3-2);
- (CA) 2.2.3.13 examining access to bow arrangement (SOLAS 74/00/04 reg. II-1/3-3);
- (CA) 2.2.3.14 examining the towing arrangement for tankers of not less than 20,000 tonnes deadweight (SOLAS 74/00/04 reg. II-1/3-4);
- (CA) 2.2.3.15 confirming that the corrosion prevention system fitted to dedicated ballast water tanks of oil tankers and bulk carriers when appropriate is maintained (SOLAS 74/00/06 reg. II-1/3-2);
- (CA) 2.2.4.1 the provisions of (CA) 2.2.3.~~1~~.
- (CIn) 2.3.4.1 the provisions of (CA) 2.2.3.~~1~~.
- (CR) 2.4.4.1 the provisions of (CA) 2.2.3.~~1~~.

12 Amendments to **Annex 1 – 2 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE – 2.4 Renewal surveys** are as follows:

- (CR) 2.4.5 For the hull, machinery and equipment of cargo ships, concerning the additional requirements for bulk carriers the renewal survey should consist of ~~the provisions of (CI) 2.1.3.63.~~ the provisions of (CI) 2.1.3.63 and 2.1.3.64;
- (CR) 2.4.~~6.5.1~~ after a satisfactory survey, the Cargo Ship Safety Construction Certificate should be issued.

13 Amendments to **Annex 1 – 4 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY RADIO CERTIFICATE – 4.1 Initial surveys** are as follows:

- (RI) 4.1.1 For the radio installations, including those used in life-saving appliances, of cargo ships the examination of plans and designs should consist of:
- (RI) 4.1.2.12 examining the radiotelephone distress frequency watch receiver (SOLAS 74/88 reg. IV/7 and 14), including:
- (RI) 4.1.2.18.1 checking for correct operation on Channel 16 and one other by testing with another fixed or portable VHF installation (SOLAS 74/88 reg. IV/14);
- (RI) 4.1.2.10.3 checking the off-air self-test ~~program~~ ~~programme~~;
- (RI) 4.1.2.14.2 running the self-test ~~program~~ ~~programme~~ if provided;
- (RI) 4.1.2.15.2 running the self-test ~~program~~ ~~programme~~ if provided;
- (RI) 4.1.2.16.2 running the self-test ~~program~~ ~~programme~~ if provided;

14 Amendments to **Annex 1 – (R) Guidelines for surveys for the Cargo Ship Safety Radio Certificate** are as follows:

- (RP) 4.2.1.2bis checking the validity of the International Ship Security Certificate;
- (RP) 4.2.1.19 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2) when applicable.

15 Amendments to **Annex 1 – 4 GUIDELINES FOR SURVEYS FOR THE CARGO SHIP SAFETY RADIO CERTIFICATE – 4.3 Renewal surveys** are as follows:

- (RR) 4.3.2 For the radio installations, including those used in radio life-saving appliances, ~~on~~ of cargo ships the renewal survey should consist of:

16 Amendments to **Annex 1 – 5 GUIDELINES FOR SURVEYS FOR THE PASSENGER SHIP CERTIFICATE – 5.1 Initial surveys** are as follows:

- (PI) 5.1.1.1 examining the subdivision and stability (SOLAS 74/88/95 reg. II-1/4 to 8, 8-1, 8-2, 8-3, 13 and 16) (SOLAS 06, reg. II-1/8, 8-1, 14 and 18);
- (PI) 5.1.1.2 examining the ballasting arrangements (SOLAS 74/88 reg. II-1/9) (SOLAS 06, reg. II-1/20);
- (PI) 5.1.1.3 examining the arrangement of the bulkheads, their construction and the openings therein, including the disposition and means of operation of the watertight doors (SOLAS 74/88 reg. II-1/10, 14, and 15) (SOLAS 06, reg. II-1/10, 11 12 and 13);

- (PI) 5.1.1.4 examining the arrangement of the double bottoms (SOLAS 74/88 reg. II-1/12) (SOLAS 06, reg. II-1/9);
- (PI) 5.1.1.5 examining the arrangements for the openings in the shell plating below the margin line or the bulkhead deck as applicable, the construction of the watertight doors, sidescuttles, watertight decks, trunks, etc., and the watertight integrity above the margin line or the bulkhead deck as applicable (SOLAS 74/88 reg. II-1/17, 18, 19 and 20) (SOLAS 06, reg. II-1/15, 16, 16-1 and 17);
- (PI) 5.1.1.6 examining the plans for the bilge pumping (SOLAS 74/88 reg. II-1/21 and 39) (SOLAS 05, reg. II-1/35-1);
- (PI) 5.1.1.7 examining, when appropriate, the means of indicating the status of any bow doors and the leakage therefrom (SOLAS 74/88 reg. II-1/23-2) (SOLAS 06, reg. II-1/17-1);
- (PI) 5.1.1.17 examining the plans for the fixed fire detection and alarm system, the crew alarm and the public address system or other effective means of communication (SOLAS 74/00 reg. II-2/12) (SOLAS 74/88 reg. II-2/40) (SOLAS 04 reg. II-2/7, 12);
- (PI) 5.1.1.26 examining the plans for the positioning of, and the specification for, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea (COLREG) in force ~~regs.~~ rules 20 to 24, 27 to 30 and 33);
- (PI) 5.1.1.30bis checking for the provision and specification of the long-range identification and tracking system (SOLAS 04, reg. V/19-1);
- (PI) 5.1.2.2 confirming the arrangements for ~~the~~ subdivision, including the ship's stability in the damaged condition, and checking the subdivision load lines (SOLAS 74/88 reg. II-1/4 to 8, 13 and 16) (SOLAS 06 reg. II-1/6, 7, 7-1, 7-2, 7-3, 8, 14, 18);
- (PI) 5.1.2.3 checking the ballasting arrangements (SOLAS 74/88 reg. II-1/9) (SOLAS 06, reg. II-1/20);
- (PI) 5.1.2.3bis confirming that dedicated sea water ballast tanks have an approved coating system when appropriate (SOLAS 74/00/06 reg. II-1/3-2);
- (PI) 5.1.2.4 confirming the arrangement of the bulkheads, their construction and the openings therein, confirming that the collision bulkhead is watertight up to the freeboard deck, that the valves fitted on the pipes piercing the collision bulkhead are operable from above the freeboard deck and that there are no doors, manholes, ventilation ducts or any other openings, confirming that the other bulkheads, as required for the ship's subdivision, are watertight up to the bulkhead deck and confirming the construction of the watertight doors and that they have been tested (SOLAS 74/88 reg. II-1/10, 14, 15 and 18) (SOLAS 06, reg. II-1/10, 11, 12, 13 and 16);

- (PI) 5.1.2.5 confirming that the watertight integrity has been maintained where pipes, scuppers, etc., pass through subdivision watertight bulkheads (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PI) 5.1.2.6 confirming that a diagram is provided on the navigating bridge showing the location of the watertight doors together with indicators showing whether the doors are open or closed and confirming that the watertight doors and their means of operation have been installed in accordance with the approved plans (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PI) 5.1.2.7 testing the operation of the watertight doors both from the navigating bridge in the event of an emergency and locally at the door itself (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13) and, in particular, that they are:
- [...]
- (PI) 5.1.2.8 confirming that the watertight doors and their indicating devices are operable in the event of a failure of the main and emergency sources of power (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PI) 5.1.2.9 checking, when appropriate, any watertight doors that are not required to be closed remotely and are fitted in watertight bulkheads dividing 'tween deck spaces, and confirming that a notice is affixed concerning their closure (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PI) 5.1.2.10 confirming that a notice is affixed to any portable plates on bulkheads in machinery spaces concerning their closure and, if appropriate, testing any power operated watertight door fitted in lieu (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PI) 5.1.2.11bis confirming the arrangements for closing sidescuttles and their deadlights, also scuppers, sanitary discharges and similar openings and other inlets and discharges in the shell plating below the bulkhead deck (SOLAS 06 reg. II-1/13);
- (PI) 5.1.2.12 confirming that valves for closing the main and auxiliary sea inlets and discharges in the machinery spaces are readily accessible and that indicators showing the status of the valves are provided (SOLAS 74/88 reg. II-1/17) (SOLAS 06, reg. II-1/15);
- (PI) 5.1.2.13bis confirming that gangway, cargo and fuelling ports fitted below the bulkhead deck can be effectively closed and that the inboard end of any ash or rubbish chutes are fitted with an effective cover; (SOLAS 06 reg. II-1/13);
- (PI) 5.1.2.14 confirming by a hose or flooding test the watertightness of watertight decks and trunks, tunnels and ventilators (SOLAS 74/88 reg. II-1/19) (SOLAS 06, reg. II-1/16-1);

- (PI) 5.1.2.15bis confirming the arrangements to maintain the watertight integrity above the bulkhead deck (SOLAS 06 reg. II-1/17, 17-1);
- (PI) 5.1.2.16 confirming the arrangements for the bilge pumping and that each bilge pump and the bilge pumping system provided for each watertight compartment is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (PI) 5.1.2.17 confirming that the drainage system of enclosed cargo spaces situated on the freeboard deck is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (PI) 5.1.2.18 conducting an inclining test (SOLAS 74/88 reg. II-1/22) (SOLAS 06, reg. II-1/5);
- (PI) 5.1.2.19 checking, when appropriate, the means of indicating the status of any bow doors and any leakage therefrom (SOLAS 74/88 reg. II-1/23-2) (SOLAS 06, reg. II-1/17-1);
- (PI) 5.1.2.19bis confirming that the arrangement for monitoring special category spaces or ro-ro spaces, when fitted, is satisfactory (SOLAS 06 reg. II-1/23)
- (PI) 5.1.2.38 confirming that the control system for the auxiliary steering gear in the steering gear compartment and, if this gear is power-operated, from the navigating bridge, ~~are~~ is operating satisfactorily and that the latter is independent of the control system for the main steering gear (SOLAS 74/88 reg. II-1/29);
- (PI) 5.1.2.73 confirming that all aspects of the installation of the structural fire protection, including the structure, fire integrity, protection of stairways and lifts, cabin balconies, openings in “A” and “B” Class divisions, ventilation systems and windows and sidescuttles, and the use of combustible material are in accordance with the approved plans (SOLAS 74/00/04 reg. II-2/4.4.4, 5.2, 5.3, 7.5, 7.8.2, 8.4, 8.5, 9, 10.6, 11, 13, 17, 20 and FSSC ch.13 sections 1 and 2) (SOLAS 74/88 reg. II-2/23 to 35);
- (PI) 5.1.2.86 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/00/04 reg. III/21 and 26.3; LSAC section 5.1 and MSC/Circ.809);
- (PI) 5.1.2.92 examining the provision and stowage of the distress flares and the line-throwing appliance, checking the provision and operation of onboard communications equipment and testing the means of operation of the general alarm system, verifying that the general alarm system is audible in accommodation, normal crew working spaces and on open decks (SOLAS 74/88 reg. III/6);
- (PI) 5.1.2.99 examining the provision and positioning and checking the operation of, as appropriate, the navigation lights, shapes and sound signalling equipment (International Regulations for Preventing Collisions at Sea in force, ~~regs.~~ rules 20 to 24, 27 to 30 and 33);

- (PI) 5.1.2.102bis checking that a valid conformance test report of the long-range and identification tracking system is available on board (SOLAS 04 reg. V/19-1);
- ~~(PI) 5.1.2.116 examining the radiotelephone distress frequency watch receiver (SOLAS 74, regs. IV/7 and 14), including:~~
- ~~(PI) 5.1.2.116.1 checking the mute/demute function;~~
- ~~(PI) 5.1.2.116.2 checking receiver sensitivity against known stations;~~
- ~~(PI) 5.1.2.116.3 checking the audibility of the loudspeaker;~~
- (PI) 5.1.2.121 examining the 406 MHz satellite EPIRB (SOLAS 74/88 reg. IV/7 and 14), including:
- (PI) 5.1.3.1 confirming that the stability information and damage control plans have been provided (SOLAS 74/88 reg. II-1/22 and 23) (SOLAS 06, reg. II-1/5-1 and 19);
- (PI) 5.1.3.2(bis) confirming that documented operating procedures for closing and securing the openings in special category spaces and ro-ro spaces are available on board (SOLAS 06 reg. II-1/23)
- (PI) 5.1.3.4 confirming that the maintenance plans have been provided (SOLAS 74/88 reg. ~~II-1~~ II-2/14.2.2 and 14.3);
- (PI) 5.1.3.5 confirming that the training manuals and the fire safety operational booklets have been provided (SOLAS 74/88 reg. ~~II-1~~ II-2/15.2.3 and 16.2);
- (PI) 5.1.3.8 confirming that the training manual for the life-saving appliances has been provided and is available in the working language of the ship (SOLAS 74/00/04 reg. III/35);
- (PI) 5.1.3.24 if possible, checking the emission on operational frequencies, coding and registration on the 121.5 MHz homing signal without transmission of distress call to the satellite system;
- (PI) 5.1.2.114.3 checking the off-air self-test program ~~programme~~ ;
- (PI) 5.1.2.118.2 running the self-test program ~~programme~~ if provided;
- (PI) 5.1.2.119.2 running the self-test program ~~programme~~ if provided;
- (PI) 5.1.2.120.2 running the self-test program ~~programme~~ if provided;

17 Amendments to **Annex 1 – 5 GUIDELINES FOR SURVEYS FOR THE PASSENGER SHIP CERTIFICATE – 5.2 Renewal surveys** are as follows:

- (PR) 5.2.1.2bis checking the validity of the International Ship Security Certificate;

- (PR) 5.2.1.13bis confirming that the opening and the closing and locking of side scuttles positioned below the bulkhead deck are being recorded in the log-book (SOLAS 06 reg. II-1/13, 22);
- (PR) 5.2.1.14 confirming that the closure of the cargo loading doors and the opening and closing of any doors at sea required for the operation of the ship or the embarking and disembarking of passengers are being recorded in the log-book (SOLAS 74/88 reg. II-1/20-1) (SOLAS 06, reg. II-1/22);
- (PR) 5.2.1.15 confirming that the stability information and damage control plans are readily available (SOLAS 74/88 reg. II-1/22 and 23) (SOLAS 06, reg. II-1/5-1 and 19);
- (PR) 5.2.1.16 confirming from the log-book entries that the openings required to be closed at sea are being kept closed and that the required drills and inspections of watertight doors, etc., are being carried out (SOLAS 74/88 reg. II-1/24 and 25) (SOLAS 06, reg. II-1/21 and 22);
- (PR) 5.2.1.16(bis) confirming that documented operating procedures for closing and securing the openings in special category spaces and ro-ro spaces are available on board (SOLAS 06 reg. II-1/23);
- (PR) 5.2.1.18 confirming that the fire control plans are permanently exhibited or, alternatively, that emergency booklets have been provided and a duplicate of the plans or ~~that~~ the emergency booklet is available in a prominently marked enclosure external to the ship's deckhouse (SOLAS 74/88 reg. II-2/20);
- (PR) 5.2.1.26 confirming that the training manual and training aids for the life-saving appliances are available on board in the working language of the ship (SOLAS 74/00/04 reg. III/35);
- (PR) 5.2.1.29 confirming that a table or curve of residual deviations for the magnetic compass is available ~~has been provided~~ and that a diagram of the radar installations shadow sectors is displayed (SOLAS 74/00 reg. V/19);
- (PR) 5.2.1.35 confirming the provisions of (PI) 5.1.3.11 to (PI) 5.1.3.16;
- (PR) 5.2.1.40 checking that the annual test has been carried out for the Satellite EPIRB and, if applicable, that shore-based maintenance has been carried out at intervals not exceeding five years (SOLAS 74/04 reg. IV/15);
- (PR) 5.2.1.42 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.
- (PR) 5.2.2.2 examining the arrangements for subdivision, including the ship's stability in the damaged condition, and checking the subdivision load lines (SOLAS 74/88 reg. II-1/4 to 8, 13 and 16) (SOLAS 06, reg. II-1/8, 14 and 18);

- (PR) 5.2.2.3 checking the ballasting arrangements (SOLAS 74/88 reg. II-1/9) (SOLAS 06, reg. II-1/20);
- (PR) 5.2.2.3bis confirming that dedicated sea water ballast tanks have been coated in accordance with resolution MSC.215(82) when appropriate (SOLAS 74/00/06 reg. II-1/3-2);
- (PR) 5.2.2.3ter confirming when appropriate that the maintenance of the protective coating is included in the overall ship's maintenance system (SOLAS 74/00/06 reg. II-1/3-2);
- (PR) 5.2.2.4 examining the collision and other watertight bulkheads required for the ship's subdivision (SOLAS 74/88 reg. II-1/10, 14, 15 and 18) (SOLAS 06, reg. II-1/10, 11, 12, 13 and 16);
- (PR) 5.2.2.5 confirming that the watertight integrity has been maintained where pipes, scuppers, etc., pass through subdivision watertight bulkheads (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PR) 5.2.2.6 confirming that a diagram is provided on the navigating bridge showing the location of the watertight doors together with indicators showing whether the doors are open or closed (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PR) 5.2.2.7 testing the operation of the watertight doors both from the navigating bridge in the event of an emergency and locally at the door itself (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13) and, in particular, that they are:
- [...]
- (PR) 5.2.2.8 confirming that the watertight doors and their indicating devices are operable in the event of a failure of the main and emergency sources of power (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PR) 5.2.2.9 checking, when appropriate, any watertight doors that are not required to be closed remotely and are fitted in watertight bulkheads dividing 'tween deck spaces, and confirming that a notice is affixed concerning their closure (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PR) 5.2.2.10 confirming that a notice is affixed to any portable plates on bulkheads in machinery spaces concerning their closure and, if appropriate, testing any power-operated watertight door fitted in lieu (SOLAS 74/88 reg. II-1/15) (SOLAS 06, reg. II-1/13);
- (PR) 5.2.2.11bis examining the arrangements for closing side scuttles and their deadlights, also scuppers, sanitary discharges and similar openings and other inlets and discharges in the shell plating below the bulkhead deck (SOLAS 06 reg. II-1/15);

- (PR) 5.2.2.12 confirming that valves for closing the main and auxiliary sea inlets and discharges in the machinery spaces are readily accessible and indicators showing the status of the valves are provided (SOLAS 74/88 reg. II-1/17) (SOLAS 06, reg. II-1/15);
- (PR) 5.2.2.13bis confirming that gangway, cargo and fuelling ports fitted below the bulkhead deck may be effectively closed and that the inboard ends of any ash or rubbish chutes are fitted with an effective cover (SOLAS 06 reg. II-1/15);
- (PR) 5.2.2.14 examining the arrangements to maintain the watertight integrity above the margin line or the bulkhead deck as applicable (SOLAS 74/88 reg. II-1/20) (SOLAS 06, reg. II-1/17);
- (PR) 5.2.2.15 examining the arrangements for the bilge pumping and confirming that each bilge pump and the bilge pumping system provided for each watertight compartment is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 05, reg. II-1/35-1);
- (PR) 5.2.2.16 confirming that the drainage system of enclosed cargo spaces situated on the freeboard deck is working efficiently (SOLAS 74/88 reg. II-1/21) (SOLAS 06, reg. II-1/35-1);
- (PR) 5.2.2.17(bis) confirming, that the arrangement for monitoring special category spaces or ro-ro spaces, when fitted, is satisfactory (SOLAS 06 reg. II-1/23);
- (PR) 5.2.2.42 confirming the operation of the ventilation for the machinery spaces (SOLAS 74/88 78, reg. II-1/35);
- (PR) 5.2.2.43 confirming that the measures to prevent noise in machinery spaces are effective (SOLAS 74/78 88 reg. II- I/36);
- (PR) 5.2.2.44 confirming that the engine-room telegraph giving visual indication of the orders and answers both in the machinery space and on the ~~navigating~~ navigation bridge is operating satisfactorily (SOLAS 74/88, reg. II-1/37);
- (PR) 5.2.2.56 examining the fire pumps and fire main and the disposition of the hydrants, hoses and nozzles and the international shore connection and checking that each fire pump, including the emergency fire pump, can be operated separately so that two jets of water are produced simultaneously from different hydrants at any part of the ship whilst the required pressure is maintained in the fire main (SOLAS 74/00 reg. II-2/10.2; FSSC chs.2 and 12) (SOLAS 74/88 reg. II-2/4 and 19);
- (PR) 5.2.2.60bis examining, when applicable, the fire-extinguishing arrangements in cabin balconies (SOLAS 74/00 reg. II-2/10.6.1);
- (PR) 5.2.2.61 examining the provision of fire-extinguishing systems for the spaces containing paint and/or flammable liquids and deep-fat cooking equipment in accommodation and service spaces (SOLAS 74/00 reg. II-2/10.6.3 and 10.6.4; FSSC chs.5, 6 and 7) (SOLAS 74/88 ~~ch. II-2~~ reg. II-2/15.2.5);

- (PR) 5.2.2.63 examining and testing, as far as practicable, any fire detection and fire alarm arrangements in machinery spaces, if applicable, accommodation and service spaces and control spaces (SOLAS 74/00 reg. II-2/27 (except 7.5.5, 7.6 and 7.9); FSSC ch.9) (SOLAS 74/88 reg. II-2/11, 12, 13, 13-1, 14, 36 and 41);
- (PR) 5.2.2.63bis examining and testing, where applicable, any fire detection and fire alarm arrangements on cabin balconies. (SOLAS 74/00 reg. II-2/7.10);
- (PR) 5.2.2.66 confirming, as far as practicable, that no changes have been made in the structural fire protection, including the structure, fire integrity, protection of stairways and lifts, cabin balconies, openings in “A” and “B” Class divisions, ventilation systems and windows and side scuttles, and the use of combustible material (SOLAS 74/00/04 reg. II-2/5.2, 5.3, 6, 8.2, 8.5, 9.2.1, 9.2.2, 9.3, 9.4.1, 9.5, 9.6 (except 9.6.5), 9.7 and 11 (except 11.6)) (SOLAS 74/88 reg. II-2/11, 16, 18, 23 to 35 and 37);
- (PR) 5.2.2.69 examining and testing the main inlets and outlets of all ventilation systems and ~~proving~~ checking that the power ventilation is capable of being stopped from outside the space served (SOLAS 74/00 reg. II-2/5.2.1) (SOLAS 74/88 reg. II-2/16 and 32);
- (PR) 5.2.2.78 checking the requirement for passenger ships carrying more than 36 passengers and constructed before 1 October 1994 (SOLAS 74/88/91-92, reg. II-2/41-1 and 41-2);
- (PR) 5.2.2.80 checking that the falls used in launching have been turned end for end in the previous 30 months and periodically inspected and have been renewed in the past 5 years ~~or have been subject to periodic inspection and been renewed within 4 years~~ (SOLAS 74/96/04 reg. III/20);
- (PR) 5.2.2.82 examining the embarkation arrangements and launching appliances for each survival craft. Each lifeboat should be lowered to the embarkation position or, if the stowage position is the embarkation position, lowered a short distance and, if practicable, one of the survival craft should be lowered to the water. The operation of the launching appliances for davit launched liferafts should be demonstrated. ~~A check~~ Checking that a thorough examination of launching appliances, including the dynamic testing of the winch brake, and servicing of lifeboat and rescue boat on-load release gear and davit-launched liferaft automatic release hooks has been carried out (SOLAS 74/96/04 reg. III/11, 12, 13, 15, 16, 20, 21 and 23; LSAC sections 6.1 and 6.2);
- (PR) 5.2.2.83 checking the rotational deployment of MES (SOLAS 74/88 reg. III/20.8.2 ; LSAC section 6.2.2.2);
- (PR) 5.2.2.84 examining each rescue boat, including its equipment. For inflatable rescue boats, confirming that they are stowed in a fully inflated condition (SOLAS 74/88/04 reg. III/14, 17, 21, 26.3 and 34);

- (PR) 5.2.2.92 examining the line-throwing appliance and checking that its rockets and the ship's distress signals are not out of date, ~~and examining and checking the operation of on board communications equipment~~ (SOLAS 74/96 reg. III/6, 18 and 35; LSAC sections 3.1 and 7.1);
- ~~(PR) 5.2.2.92bis examining and checking the operation of onboard communications equipment and verifying that the general alarm system is audible in accommodation, normal crew working spaces and on open decks (SOLAS 74/96 reg. III/6, 18 and 35; LSAC sections 3.1 and 7.1);~~
- (PR) 5.2.2.95 checking that the required navigation lights, shapes and sound signalling equipment are in order (International Regulations for Preventing Collisions at Sea in force (COLREG), regs. rules 20 to 24, 27 to 30 and 33);
- ~~(PR) 5.2.2.98bis checking that a valid conformance test report of the long-range identification and tracking system is available on board, where fitted (SOLAS 04 reg. V/19-1);~~
- (PR) 5.2.2.102 the provisions of (PI) 5.1.2.~~127~~125 to (PI) 5.1.2.~~130~~128.

18 Amendments to **Annex 2 – (L) Guidelines for surveys for the International Load Line Certificate** are as follows:

- (LI) 1.1.1.3 determining the freeboard, including specifying and the consideration of the conditions of assignment for the freeboard (LLC 66/88/~~05-03~~, reg. 11 to 45).
- (LI) 1.1.2.8 examining the scuppers, inlets and discharges (LLC 66/88/03 reg. 22);
- ~~(LA) 1.2.1.2bis checking the validity of the International Ship Security Certificate;~~
- ~~(LA) 1.2.1.15 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.~~
- (LA) 1.2.2.10 examining the means provided to minimize water ingress through the spurling pipes and chain lockers (LLC 66/88/03, reg. 22-2).

19 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.1 Initial surveys** are as follows:

- ~~(OI) 1.1.1.6 confirming that requirements regarding capacity and protection of oil fuel tanks are complied with (MARPOL 90/04 Annex I reg. 12A).~~
- (OI) 1.1.2.12 examining, for oil tanker of 5,000 tonnes deadweight and above delivered after 1 February 2002, the intact stability (MARPOL 90/04 Annex I reg. 27);
- (OI) 1.1.6.9 confirming, for oil tankers of 5,000 tonnes deadweight and above delivered on/after 1 February 2002, that the intact stability has been approved (MARPOL 90/04 Annex I reg. 27);

(OI) 1.1.6.10 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 programmes (MARPOL 90/04 Annex I reg. 37.4).

20 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.2 Annual surveys** are as follows:

(OA) 1.2.1.15 checking ~~from~~ the certificates for the type approval of the oil filtering equipment (MARPOL 90/04 Annex I reg. 14 and 15);

(OA) 1.2.1.19 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.

(OA) 1.2.2.7 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)-;

(OA) 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 programmes (MARPOL 90/04 Annex I reg. 37.4).

(OA) 1.2.3.3 confirming the segregation of oil fuel and water ballast systems and that the arrangements prohibit the carriage of oil in forepeak tanks or in spaces forward of the collision bulkheads (MARPOL 90/04 Annex I reg. 16);

(OA) 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);

21 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.3 Intermediate surveys** are as follows:

(OIn) 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).

(OIn) 1.3.4.2 examining the oil discharge monitoring and control system and the oil content meter for obvious defects, deterioration or damage, and ~~to check~~ checking the record ~~of~~ of calibration of the meter when done in accordance with the manufacturer's operational and instruction manual (MARPOL 90/04 Annex I reg. 31);

(OIn) 1.3.4.4.3 examining at least two selected cargo tanks for the express purpose of verifying the continued effectiveness of the installed crude oil washing and stripping systems. If the tank cannot be gas-freed for the safe entry of the surveyor, an internal examination should not be conducted. In this case this examination may be conducted in conjunction with the internal examination of cargo tanks required in (~~Cm~~ CIn) 2.3.3.3 in Annex 1;

22 Amendments to **Annex 3 – 1 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE – 1.4 Renewal surveys** are as follows:

(OR) 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 programmes (MARPOL 90/04 Annex I reg. 37.4).

23 Amendments to **Annex 3 – 2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS SUBSTANCES IN BULK** are as follows:

2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS LIQUID SUBSTANCES IN BULK

(NI) 2.1.2.2 conducting the water test for assessing the stripping quantity, as required (MARPOL 73/78/90/04 Annex II reg. 12 and App.5);

~~(NA) 2.2.1.17 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.~~

(NA) 2.2.2.6 confirming that the ventilation equipment for residue removal is as approved (MARPOL 90/04 Annex II reg. 13 and App.7);

(NA) 2.2.2.8 examining any additional requirements listed on the International Certificate for the Carriage of Noxious Liquid Substances in Bulk.

24 Amendments to **Annex 3 – SURVEY GUIDELINES UNDER THE MARPOL CONVENTION – 2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS SUBSTANCES IN BULK – 2.4 Renewal surveys** are as follows:

(NR) 2.4.2.3 conducting the water test for assessing the stripping quantity, as required (MARPOL 73/78/90/04 Annex II reg. 12 and App. 5);

~~(NR) 2.4.2.8 confirming that means are provided in the common discharge piping to isolate openings provided above the waterline (MARPOL 73/78/90 Annex II);~~

25 Amendments to **Annex 3 – (S) Guidelines for surveys for the International Sewage Pollution Prevention Certificate** are as follows:

~~(SR) 3.2.1.14 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.~~

~~(SR) 3.2.2.3 confirming that a procedure for discharge of animal effluent is implemented on board (MARPOL 73/78/07 Annex IV reg. 11.1.1);~~

26 Amendments to **Annex 3 – 4 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE AND THE NO_x TECHNICAL CODE** are as follows:

- (AA) 4.2.1.2bis checking the validity of the International Ship Security Certificate;
- (AA) 4.2.1.10 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.
- (AA) 4.2.2.2.7 confirm that there is a record of fuel changeover; this record should take the form of a log-book as prescribed by the Administration (regulation ~~14.6~~ 14(6) of Annex VI)*;
- * If not prescribed by the Administration, this information could be contained in the engine room log-book, the deck log-book, the official log-book, the oil record book or a separate log-book solely for this purpose.
- (AA) 4.2.2.3.1 confirm that no new installation or equipment except those covered by (AA) 4.2.2.3.2 have been fitted to the ship after 19 May 2005. (regulation ~~12.1~~ 12(1) of Annex VI);
- (AA) 4.2.3.1 after a satisfactory survey, endorsing the ~~International Prevention of Air Pollution Certificate~~ International Air Pollution Prevention Certificate;
- (AIn) 4.3.3.1 after a satisfactory survey, endorsing the ~~International Prevention of Air Pollution Certificate~~ International Air Pollution Prevention Certificate;
- (AR) 4.4.3.1 after a satisfactory survey the ~~International Prevention of Air Pollution Certificate~~ International Air Pollution Prevention Certificate should be issued.

27 Amendments to **Annex 4 – 1 GUIDELINES FOR THE SURVEYS FOR THE INTERNATIONAL CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK AND THE CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK – 1.1 Initial surveys** are as follows:

- (DI) 1.1.1.2 examining the plans for the ship type, location of the cargo tanks, cargo containment, materials of construction, cargo temperature control, cargo tank vent systems, continuous monitoring of the concentration of flammable vapours, environmental control, electrical installations, fire protection and fire extinction, instrumentation and the provision, specification and stowage of the equipment for personnel protection (IBC Code 83/90/00, chs.2, 4, 6, 7, 8, 9, 10, 11, 13 and 14);
- (DI) 1.1.2.21bis examining the system for continuous monitoring of the concentration of flammable vapours and confirming that the installation tests have been satisfactorily completed (IBC Code 83/90/00, ch.11);
- (DI) 1.1.2.28 confirming that sampling points or detector heads are located in suitable positions in order that potentially dangerous leakages are readily detected (IBC Code 07 Ch.11.1.4, BCH Code Ch.IIIE 3.13);

28 Amendments to **Annex 4 – 1 GUIDELINES FOR THE SURVEYS FOR THE INTERNATIONAL CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK AND THE CERTIFICATE OF FITNESS FOR THE CARRIAGE OF DANGEROUS CHEMICALS IN BULK – 1.2 Annual surveys** are as follows:

- (DA) 1.2.1.2bis checking the validity of the International Ship Security Certificate;
- (DA) 1.2.1.21 confirming that compatibility information to material of construction, protective linings and coating is provided on board. (IBC Code 83/04 Ch 6) (BCH Code 85/90/00, ch. IIG);
- (DA) 1.2.1.22 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg. 2), when applicable.
- (DA) 1.2.2.10 examining, as far as practicable, the cargo tank vent system, including the pressure/vacuum valves and secondary means to prevent over- or under-pressure and devices to prevent the passage of flame (IBC Code 83/90/00 ch.8 and MSC.102(73), MEPC.79(43), ~~ch.8~~) (BCH Code 85/90/00 ch.IIE and MEPC.80(43), ~~ch.IIE~~);
- (DA) 1.2.2.16bis confirming that the system for continuous monitoring of the concentration of flammable vapours is satisfactory (IBC Code 83/90/00, ch.11);
- (DA) 1.2.2.21 confirming that sampling points or detector heads are located in suitable positions in order that potentially dangerous leakages are readily detected (IBC Code 07 Ch.11.1.4, BCH Code Ch. III E 3.13);

29 Amendments to **Annex 4 – 2 GUIDELINES FOR SURVEYS FOR THE INTERNATIONAL CERTIFICATE OF FITNESS FOR THE CARRIAGE OF LIQUEFIED GASES IN BULK** are as follows:

- (GI) 2.1.2.11.2 Cargo control and monitoring systems such as level gauging equipment, temperature sensors, pressures gauges, cargo pump room and compressors, and proper control of cargo heat exchanges, if operating;
- (GI) 2.1.2.12 examining the hull for cold spots following the first loaded voyage (IGC Code 83/90/00, ch. 4);
- (GI) 2.1.2.27.7 ducts from gas-dangerous spaces are not led through accommodation, service and machinery spaces and control stations, except when (GI) 2.1.2.30-33 applies;
- (GI) 2.1.2.28 examining, and confirming the satisfactory operation of, the arrangements for the mechanical ventilation of spaces normally entered other than those covered by (GI) 2.1.2.24-27 (IGC Code 83/90/00, ch. 12);
- (GA) 2.2.1.2bis checking the validity of the International Ship Security Certificate;
- (GA) 2.2.1.17 confirming the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 reg. 2), when applicable.

(GA) 2.2.2.28 examining, and confirming the satisfactory operation of, the arrangements for the mechanical ventilation of spaces normally entered other than those covered by (GI) 2.1.2.24-27 (IGC Code 83/90/00, ch. 12);

30 Amendments to **Appendix 1 – SUMMARY OF AMENDMENTS TO MANDATORY INSTRUMENTS REFLECTED IN THE SURVEY GUIDELINES UNDER HSSC** are as follows:

SOLAS 1974	<u>up to and including the 2006 amendments (MSC 216(82) Annexes 1 and 2)</u> up to and including the 2004 amendments (Res. MSC.170(79) and Res. MSC.194(80))
MARPOL	<u>up to and including the 2006 amendments (resolution MEPC.154(55))</u> up to and including the 2005 amendments (Res. MEPC.132(53) and Res. MEPC.141(54))
IGC Code	<u>up to and including the 2006/2007 amendments (resolutions MSC.220(82) and MEPC.166(56))</u> up to and including the 2004 amendments (Res. MSC.179(79))
IBC Code	<u>up to and including the 2006/2007 amendments (res. MEPC.166(56)/ MSC.219(82))</u> up to and including the 2004 amendments (Res. MSC.176(79) and Res. MEPC.119(52))
BCH Code	<u>up to and including the 2006 amendments (resolutions MSC.212(81)/MEPC.144(54))</u>

31 Amendments to **Appendix 2 – THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION – DIAGRAMMATIC ARRANGEMENT** are as follows:

Code of types of survey:

<u>I</u>	–	<u>Initial</u>
R	–	Renewal
P	–	Periodical
<u>In</u>	–	<u>Intermediate</u>
A	–	Annual
