



Department of Marine Administration - Yangon Myanmar

Policy for Renewal Survey

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Subj: INTERIM GUIDANCE FOR RENEWAL SURVEY

Ref: (a) Resolution A. 997 (25) SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION, 2007

(b) International Convention for the Prevention of Pollution from ship (MARPOL), Regulations 10.9.3 of Annex II- Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk.

(c) International Convention for the Prevention of Pollution from ship (MARPOL), Regulations 8.8.2 of Annex IV- Regulations for the Prevention of Pollution by Sewage from ships.

1. Purpose

This policy letter provides interim guidance to ensure that, Myanmar and other flag oceangoing ships are transferred of flag, in compliance with MARPOL 73/ 78 and amendments to reference.

2. Action

Myanmar flag state Surveyors and recognized Surveyors shall use this interim guidance in the oversight of their respective Myanmar flag and foreign flag ships transferring of flag.

3. Directives Affected

April 21 2014.

4. Background

International Convention for the Safety of Life At Sea, 1974. On November 11, 1987, the Republic of the Union of Myanmar was signed the International Convention for the Safety of Life At Sea and enter into force on February 11, 1988.

Approved by & date:	Approved by & date:
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MARPOL ANNEX I, REGULATION FOR THE PREVENTION OF POLLUTION BY OIL FROM SHIP. On May 4, 1988, the Republic of the Union of Myanmar was signed for the MARPOL Annex (1) & (2) and enters into force on August 4, 1988. MARPOL ANNEX IV, REGULATION FOR THE PREVENTION OF POLLUTION BY SEWAGE FROM SHIP. On April 5, 2016, the Republic of the Union of Myanmar was signed for the MARPOL Annex IV and enters into force on July 5, 2016.

5. Enforcement

Myanmar flag state officers should verify a foreign flag ship's compliance with MARPOL Annex - I during normally scheduled inspection. For Myanmar ships operating strictly on domestic routes, compliance should be verified by Myanmar Flag state Surveyors during normally scheduled inspections, but an educational outreach and awareness approach is encouraged. However, current enforcement options remain in place for willful and egregious violators or repeat offenders.

6. Limitation

The renewal survey should consist of an 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 they are in a satisfactory condition and are fit for the service for which the ship is intended. The renewal survey should also consist of a check that all the certificates, record books, operating manuals and other instructions and documentation specified in the requirements relevant to the particular certificate are on board the ship.

7. Renewal Survey Procedure:

- (1) For the hull, machinery and equipment of passenger ships the examination of current certificate and other records should consist of.
- (2) checking the validity of the International Load Line Certificate of International Load Line Exemption Certificate.
- (3) Checking the validity of the Safety management Certificate (SMC) and that a copy of the Document of Compliance (DOC) is on board.
- (4) Checking the validity of the International Oil Pollution Prevention Certificate.
- (5) Checking the certificate of class if the ship is classed with a classification society.
- (6) Checking, when appropriate, the validity of the International Pollution

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Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk.

- (7) Checking, when appropriate, the validity of the International Sewage Pollution Prevention Certificate.
- (8) Checking, when appropriate, the validity of the International Air Pollution Prevention Certificate.
- (9) Checking that the ships complement complies with the Minimum Safe Manning Document (SOLAS 74/88 reg.V/13(b)).
- (10) Checking that the master, officers and ratings are certificated as required by the STCW Convention.
- (11) Checking whether any new equipment has been fitted and, if so, confirming that it has been approved before installation and that any changes are reflected in the appropriate certificate.
- (12) Checking that the routine surveys of the boilers and other pressure vessels, as determined by the Administration, have been carried out as required and that safety devices, such as the boiler safety valves, have been tested.
- (13) Checking that, as appropriate, the hull and machinery has been presented for survey in accordance with the continuous survey scheme approved by the Administration or a classification society.
- (14) Confirming that the opening and the closing and locking of side scuttles positioned below the margin line are being recorded in the log-book(SOLAS 74/88 reg.II-1/17).
- (15) 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).
- (16) Confirming that the stability information and damage control plans are readily available (SOLAS 74/88 regs.II-1/22 and 23).
- (17) 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).
- (18) Confirming that the manoeuvring booklet is readily available and that the manoeuvring information is displayed on the navigating bridge(SOLAS 74/88

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reg.II-1/28).

- (19) Confirming that the fire control plans are permanently exhibited or, alternatively, 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 ships deckhouse (SOLAS 74/88 reg.II-2/20).
 - (20) Confirming that the maintenance plans have been provided (SOLAS 74/00reg. II-2/14.2.2 and 14.3).
 - (21) Confirming that the training manuals and the fire safety operational booklets have been provided SOLAS 74/00 reg. II-2/15.2.3 and 16.2).
 - (22) Checking whether any fire has occurred on board necessitating the operation of the fixed fire-extinguishing systems or the portable fire extinguishers since the last survey and the entries into the ships log-book.
 - (23) Checking, when appropriate, that the ship is provided with a document indicating compliance with the special requirements for carrying dangerous goods (SOLAS 74/00 reg.II-2/19.4) (SOLAS 74/88 reg.II-2/54(3)).
 - (24) Confirming, when appropriate, that there is a special list, manifest or stowage plan for the carriage of dangerous goods (SOLAS 74/88 reg.VII/5).
 - (25) confirming that emergency instructions are available for each person on board, that the muster list is posted in conspicuous places, and that they are in a language understood by the persons on board (SOLAS 74/00 regs.III/8 and 37).
 - (26) Checking that log-book entries are being made (SOLAS 74/00 regs.III/19 and 20), in particular.
 - (27) The date when the last full muster of the passengers and crew for boat and fire drill took place.
 - (28) The records indicating that the lifeboat equipment was examined at that time and found to be complete.
 - (29) The last occasion when the lifeboats were swung out and when each one was lowered into the water.
 - (30) The records indicating that crew members have received the appropriate onboard training.
 - (31) Confirming that the training manual and training aids for the life-saving appliances is on board (SOLAS 74/00 reg.III/35).
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- (32) Confirming that the instructions for on board maintenance of the life-saving appliances is on board (SOLAS 74/00 reg.III/36).
- (33) Checking by the log-book entries that the testing and the emergency drills of the steering gear have been carried out (SOLAS 74/00 reg. V/26).
- (34) Confirming that a table or curve of residual deviations for the magnetic compass and that a diagram of the radar installations shadow sectors is displayed (SOLAS 74/00 reg. V/19).
- (35) Checking that operational and, where appropriate, maintenance manuals for all navigational equipment are provided (SOLAS 74/00 reg. V/16).
- (36) Checking that the charts and nautical publications necessary for the intended voyage are available and have been updated (SOLAS 74/00 reg. V/27).
- (37) checking that the compass deviation book is properly maintained (SOLAS 74/00 reg.V/19).
- (38) Confirming that a list showing the operational limitations imposed on the ship is kept on board (SOLAS 74/00 reg. V/30).
- (39) Checking the life-saving signals to be used by ships, aircraft or persons in distress (SOLAS 74/00 reg. V/29).
- (40) The provisions of (PI) 5.1.3.11 to (PI) 5.1.3.16.
- (41) Confirming that a record has been kept in the period since the last survey to the satisfaction of the Administration and as required by the Radio Regulations (SOLAS 74/88 reg.IV/17).
- (42) Checking documentary evidence that the actual capacity of the battery has been proved in port within the last 12 months (SOLAS 74/88 reg. IV/13).
- (43) If applicable, checking that a list of all limitations on the operation of a passenger ship is kept on board and updated.
- (44) Confirming that continuous synopsis record is provided (SOLAS74/02, reg. XI-1/5).
- (45) 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.
- (46) Checking that arrangements are provided to maintain records of navigational

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activities and daily reporting (SOLAS 74/00/03 reg. V/28).

- (47) For the hull, machinery and equipment of passenger ships the renewal survey should consist of.
- (48) examining the outside of the ships bottom, including the bottom and bow plating, keel, bilge keels, stem, stern frame, the rudder, sea chests and strainers, noting the clearance measured in the rudder bearings, examining the propeller and shaft seals, as far as practicable, and noting the clearance measured in the propeller shafts (SOLAS 74/88 reg. I/7(b)(ii).
- (49) Examining the arrangements for subdivision, including the ships stability in the damaged condition, and checking the subdivision load lines (SOLAS 74/88 regs.II-1/4 to 8, 13 and 16).
- (50) Checking the ballasting arrangements (SOLAS 74/88 reg.II-1/9).
- (51) Examining the collision and other watertight bulkheads required for the ships subdivision (SOLAS 74/88 regs.II-1/10, 14, 15 and 18).
- (52) Confirming that the watertight integrity has been maintained where pipes, scuppers, etc., pass through subdivision watertight bulkheads (SOLAS 74/88 reg. II- 1/15).
- (53) 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).
- (54) 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) and, in particular that they are:
 - (55) Operable locally from each side of the bulkhead.
 - (56) Provided with devices giving an indication of whether the door is open or closed at all remote operating positions.
 - (57) Provided with an audible alarm that is distinct from any other alarm in the area and, when appropriate, an intermittent visual signal
 - (58) provided with control handles on each side of the bulkhead so that a person may hold both handles in the open position and pass safely through the watertight door without accidentally setting the power closing mechanism into operation

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- (59) 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);
- (60) Checking, when appropriate, any watertight doors that are not required to be closed remotely, 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).
- (61) 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).
- (62) Examining the arrangements for closing side scuttles and their dead lights, also scuppers, sanitary discharges and similar openings and other inlets and discharges in the shell plating below the margin line (SOLAS 74/88reg.II-1/17).
- (63) 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).
- (64) confirming that gangway, cargo and coaling ports fitted below the margin line may be effectively closed and that the inboard ends of any ash or rubbish chutes are fitted with an effective cover (SOLAS 74/88 reg. II-1/17).
- (65) examining the arrangements to maintain the watertight integrity above the margin line (SOLAS 74/88 reg.II-1/20).
- (66) 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).
- (67) confirming that the drainage system of enclosed cargo spaces situated on the freeboard deck is working efficiently (SOLAS 74/88 reg.II-1/21).
- (68) examining, when appropriate, the means of indicating the status of any bow doors and any leakage there from (SOLAS 74/88 reg.II-1/23-2).
- (69) confirming that the machinery, boilers and other pressure vessels, associated piping systems and fittings are being maintained 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 74/88 reg.II-1/26).

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- (70) confirming that normal operation of the propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative (SOLAS 74/88 reg.II-1/26).
- (71) confirming that means are provided so that the machinery can be brought into operation from the dead ship condition without external aid (SOLAS 74/88 reg.II-1/26).
- (72) examining, where practicable, the means provided to protect against overpressure in the parts of main, auxiliary and other machinery that is subject to internal pressure and may be subject to dangerous overpressure (SOLAS 74/88 reg.II-1/27).
- (73) examining, when appropriate, the crankcase explosion relief devices fitted to internal combustion engines and confirming that they are arranged so as to minimize the possibility of injury to personnel (SOLAS 74/88 reg.II-1/27).
- (74) confirming that the automatic shut-off arrangements fitted to the main turbine propulsion machinery and, where applicable, main internal combustion propulsion machinery and auxiliary machinery are being properly maintained (SOLAS 74/88 reg.II-1/27).
- (75) confirming, as far as practicable, the ability of the machinery to reverse the direction of the thrust of the propeller in sufficient time, including the effectiveness of any supplementary means of manoeuvring or stopping the ship (SOLAS 74/88 reg.II-1/28).
- (76) confirming that the main and auxiliary steering gear are being properly maintained, are arranged so that the failure of one does not render the other inoperative and that the auxiliary steering gear is capable of being brought speedily into action in an emergency (SOLAS 74/88 reg.II-1/29);
- (77) confirming that, where appropriate, essential components of the steering gear are permanently lubricated or provided with lubrication fittings (SOLAS 74/88 reg.II-1/29).
- (78) confirming that relief valves fitted to the steering gear hydraulic system which can be isolated, and in which pressure can be generated from the power source or from external forces, are being maintained and are set to a pressure not exceeding the design pressure (SOLAS 74/88 reg.II-1/29).
- (79) confirming that the main or auxiliary steering gear power units restart

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automatically when power is restored after a power failure, that they are capable of being brought into operation from a position on the navigating bridge and that, in the event of a power failure to any one of the steering gear power units, an audible and visual alarm is given on the navigating bridge (SOLAS 74/88 reg.II-1/29).

- (80) confirming that the control systems for the main steering gear from both the navigating bridge and the steering gear compartment are operating satisfactorily (SOLAS 74/88 reg.II-1/29).
- (81) confirming that, where the main steering gear comprises two or more identical power units and an auxiliary steering gear is not fitted, the two independent control systems from the navigating bridge are operating satisfactorily (SOLAS 74/88 reg.II-1/29).
- (82) 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 operating satisfactorily and that the latter is independent of the control system for the main steering gear (SOLAS 74/88 reg.II-1/29).
- (83) confirming that an audible and visual alarm is given on the navigating bridge in the event of a failure of electrical power supply (SOLAS 74/88 reg.II-1/29).
- (84) confirming that the means of communication between the bridge and the steering gear is operating satisfactorily and that, with ships having emergency steering positions, a telephone or other means of communication for relaying heading information and supplying visual compass readings to the emergency steering position is provided (SOLAS 74/00 regs.II-1/29 and V/19);
- (85) confirming that the angular position of the rudder is indicated independently of the steering control system on the navigating bridge if the main steering gear is power-operated and that this angular position is given in the steering gear compartment (SOLAS 74/00 reg.II-1/29 and reg. V/19).
- (86) confirming that with a hydraulic power-operated steering gear the audible and visual low-level alarms on the navigating bridge and in the machinery space for each hydraulic fluid reservoir are operating satisfactorily and that at least one power-actuating system including the reservoir can be recharged from a position within the steering gear compartment by means of a fixed storage tank to which a contents gauge is fitted with fixed piping (SOLAS 74/88 reg.II-1/29).

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- (87) confirming that the steering gear compartment is readily accessible and is provided with suitable arrangements to ensure working access to steering gear machinery and controls under safe conditions (SOLAS 74/88 reg.II-1/29);
- (88) confirming that, with electric and electro-hydraulic steering gear, the means for indicating on the navigating bridge and at a main machinery control position that the motors are running and, as far as practicable, that the overload alarm and alarm for the loss of a phase in a three phase supply located at the main machinery control position are operating satisfactorily (SOLAS 74/88 reg.II-1/30).
- (89) confirming that the effective means of operation and control of the main and auxiliary machinery essential for the propulsion and the safety of the ship are being maintained, including, when appropriate, any means for remotely controlling the propulsion machinery from the navigating bridge (including the control, monitoring, reporting, alert and safety actions) (SOLAS 74/88/00/02 reg. II-1/31).
- (90) confirming that arrangements to operate main and other machinery from a machinery control room are satisfactory (SOLAS 74/88 reg.II-1/31).
- (91) confirming that the means provided for manually overriding automatic controls are being maintained and that a failure does not prevent the use of the manual override (SOLAS 74/88 reg.II-1/31).
- (92) confirming that the appropriate safety features fitted to the oil-fired and exhaust gas boilers, unfired steam generators, steam pipe systems and air pressure systems are being maintained (SOLAS 74/88 reg. II-I/32, 33 and 34).
- (93) confirming the operation of the ventilation for the machinery spaces (SOLAS 74/78 reg. II-I/35).
- (94) confirming that the measures to prevent noise in machinery spaces are effective (SOLAS 74/78 reg. II- I/36).
- (95) confirming that the engine room telegraph giving visual indication of the orders and answers both in the machinery space and on the navigating bridge is operating satisfactorily (SOLAS 74/88, reg.II-1/37).
- (96) confirming that the second means of communication between the navigation bridge and machinery space is also operating satisfactorily, including any appropriate means provided to any other positions from which the engines are

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controlled (SOLAS 74/88, reg.II-1/37).

- (97) confirming that the engineers alarm is clearly audible in the engineers accommodation (SOLAS 74/88, reg.II-1/38).
- (98) 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.
- (99) confirming that the means of ascertaining the amount of oil contained in any oil tank are in good working condition.
- (100) confirming that the devices provided to prevent overpressure in any oil tank or in any part of the oil system, including the filling pipes, are in good working condition.
- (101) confirming that the electrical installations, including the main source of power and lighting systems, are being maintained (SOLAS 74/88 regs.II-1/40 and 41).
- (102) confirming that the self-contained emergency source of electrical power and its associated systems are operating satisfactorily (SOLAS 74/88 reg.II-1/42);
- (103) confirming that the starting arrangements of each emergency generating set are satisfactory (SOLAS 74/88 reg.II-1/44).
- (104) checking, when appropriate, the disposition of and testing the supplementary emergency lighting (SOLAS 74/88 reg.II-1/42-1).
- (105) confirming that precautions provided against shock, fire and other hazards of electrical origin are being maintained (SOLAS 74/88 reg.II-1/45).
- (106) confirming, when appropriate, that the arrangements for the machinery spaces being periodically unattended are satisfactory (SOLAS 74/88 reg.II-1/54).
- (107) 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 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 regs.II-2/4 and 19).
- (108) examining the provision and randomly examining the condition of the portable and non-portable fire extinguishers (SOLAS 74/00 reg.II-2/10.3; FSSC ch.4) (SOLAS 74/88 reg.II-2/6).

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- (109) examining the fixed fire extinguishing system for the machinery spaces and confirming that its means of operation are clearly marked (SOLAS 74/00 regs.II-2/10.4 and 10.5; FSSC chs.2 and 12) (SOLAS 74/88 regs.II-2/5, 7, 9, 10 and 53).
- (110) examining the special arrangements in the machinery spaces and confirming, as far as practicable and as appropriate, the operation of the remote means of control provided for the opening and closing of the skylights, the release of smoke, the closure of the funnel and ventilation openings, the closure of power-operated and other doors, the stopping of ventilation and boiler forced and induced draft fans and the stopping of oil fuel and other pumps that discharge flammable liquids (SOLAS 74/00 regs.II-2/5.2, 8.3 and 9.5) (SOLAS 74/88 reg.II-2/11);
- (111) examining the fire-extinguishing arrangements in control stations, accommodation and service spaces (SOLAS 74/00 reg.II-2/10.6.1; FSSC ch.8) (SOLAS 74/88 reg.II-2/36).
- (112) examining the provision of fire-extinguishing systems for the spaces containing flammable liquids and deep-fat cooking equipment in accommodation and service spaces (SOLAS 74/00 regs.II-2/10.6.3 and 10.6.4; FSSC chs.5, 6 and 7) (SOLAS 74/88 ch.II-2).
- (113) examining the arrangements for oil fuel, lubricating oil and other flammable oils and confirming, as far as practicable and as appropriate, the operation of the remote means of closing the valves on the tanks that contain oil fuel, lubricating oil and other flammable oils (SOLAS 74/00 reg.II-2/4.2) (SOLAS 74/88 reg.II-2/15).
- (114) 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 regs.II-2/11, 12, 13, 13-1,14, 36 and 41).
- (115) confirming that the firefighters. outfits and the emergency escape breathing devices . EEBD . are complete and in good condition and that the cylinders, including the spare cylinders, of the self-contained breathing apparatus, are suitably charged (SOLAS 74/00 regs.II-2/10.10, 13.3.4and 13.4.3; FSSC ch.3) (SOLAS 74/88 reg. II-2/17).
- (116) checking the operational readiness and maintenance of firefighting systems

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(SOLAS 74/00 reg.II-2/14) (SOLAS 74/88/91 reg. II- 2/21).

- (117) 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, openings in .A. and .B. Class divisions, ventilation systems and windows and side scuttles, and the use of combustible material (SOLAS 74/00 regs.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 regs.II-2/11, 16, 18, 23 to 35 and 37).
- (118) confirming, as far as practicable, that no changes have been made in the structural fire protection in cargo spaces intended for the carriage of dangerous goods (SOLAS 74/00 regs.II-2/19.3.8 and 19.3.10)(SOLAS 74/88 regs.II-2/4, 54.2.8, 54.2.10 and 54.2.11).
- (119) examining and testing any manual and automatic fire doors including the means of closing the openings in .A. and .B. Class divisions (SOLAS 74/00 reg.II-2/9.4.1) (SOLAS 74/88 regs.II-2/30 and 31)
- (120) examining and testing the main inlets and outlets of all ventilation systems and proving 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 regs.II-2/16 and 32).
- (121) confirming that the stairways and ladders, including the low-location lighting system, arranged to provide a means of escape to the lifeboat and life raft and life raft embarkation deck from all passenger and crew spaces and from those spaces in which the crew is normally employed are being maintained (SOLAS 74/00 regs.II-2/13.2, 13.3.1, 13.3.2 and 13.7; FSSC chs.11 and 13 (except paragraph 3)) (SOLAS 74/88 reg.II-2/28)
- (122) confirming that the means of escape from any special category spaces and ro-ro spaces are satisfactory (SOLAS 74/00 regs.II-2/13.5 and 13.6)(SOLAS 74/88 reg.II-2/28).
- (123) confirming that the means of escape from the machinery spaces are satisfactory (SOLAS 74/00 reg.II-2/13.4.1) (SOLAS 74/88 reg.II-2/28).
- (124) examining the fire-extinguishing arrangements including fire detection in cargo spaces for general cargo and dangerous goods and testing, as far as practicable and as appropriate, the operation of the means for closing the various openings (SOLAS 74/00 regs.II-2/7.6 and 10.7; FSSC ch.5)(SOLAS 74/88 reg.II-2/39).

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- (125) examining the fire-extinguishing arrangements including fire detection in vehicle, special category and ro-ro spaces and testing, as far as practicable and as appropriate, the operation of the means for closing the various openings (SOLAS 74/00 reg.II-2/20 (except 20.5); FSSC chs.5, 6, 7, 9 and 10) (SOLAS 74/88 regs.II-2/37, 38 and 38-1).
- (126) examining and testing, as appropriate and as far as practicable, the crew alarm and the public address system or other effective means of communication (SOLAS 74/00 reg. II-2/7.9 and 12; LSAC ch.7)(SOLAS 74/88 reg.II-2/40).
- (127) examining, when appropriate, the special arrangements for carrying dangerous goods, including checking the electrical equipment and wiring, fire detection, ventilation, the provision of personnel protection clothing and portable appliances and testing, as far as practicable, the water supply, bilge pumping and any water spray system (SOLAS 74/00 reg.II-2/19 (except 19.3.8, 19.3.10 and 19.4); FSSC chs.3, 4, 7, 9 and 10) (SOLAS 74/88 regs.II-2/41 and 54).
- (128) examining, when appropriate, the helicopter facilities (SOLAS 74/00 regs. II-2/18, III/28) (SOLAS 74/88 reg.II-2/18.8).
- (129) checking the requirement for passenger ships carrying more than 36 passengers and constructed before 1 October 1994 (SOLAS 74/88/91 reg. II-2/41-1 and 41-2).
- (130) checking that emergency instructions are available for each person onboard, the muster list is posted in conspicuous places and there are signs or posters in the vicinity of survival craft and their launching stations (SOLAS 74/96 regs.III/8, 9 and 37).
- (131) checking that the falls used in launching have been turned .end for end. In the previous 30 months and renewed in the past 5 years or have been subjected to periodic inspection and renewed within 4 years (SOLAS 74/96 reg. III/20).
- (132) examining each survival craft, including its equipment and, when fitted, the on-load release and hydrostatic lock, and for inflatable life rafts the hydrostatic release unit and float free arrangements, including the date of servicing or replacement. Checking that the hand-flares are not out of date and that the required number of radar transponders are fitted in life rafts and those life rafts are clearly marked (SOLAS 74/96/00/02 reg. III/20, 21,23, 24, 26, 34, 36 and 44; LSAC sections 2.3 to 2.5, 3.2 and 4.1 to 4.6).

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- (133) 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 life rafts should be demonstrated. Check that a thorough examination of launching appliances, including the dynamic testing of the winch brake, and servicing of lifeboat on-load release gear have been carried out (SOLAS 74/96 regs.III/11, 12, 13, 15, 16, 20, 21 and 23;LSAC sections 6.1 and 6.2).
- (134) rotational deployment of MES (SOLAS 74/88 reg. III/20.8.2 ; LSAC section 6.2.2.2).
- (135) examining each rescue boat, including its equipment (SOLAS 74/88 regs.III/17, 21, 26.3 and 34).
- (136) examining the embarkation and recovery arrangements for each rescue boat. If practicable, the rescue boat(s) should be lowered to the water and its recovery demonstrated while underway at 5 knots (SOLAS 74/88 regs.III/14, 16, 17, 20 and 21; LSAC section 6.1).
- (137) checking the arrangements for mustering passengers (SOLAS 74/96 regs.III/11, 24 and 25).
- (138) confirming that a means of rescue is provided on ro-ro passenger ships (SOLAS 74/00 regs.III/11, 26.4).
- (139) confirming that a helicopter pick-up area is provided on ro-ro passenger ships (SOLAS 74/00 reg.III/28).
- (140) confirming that a decision support system is provided for the Master (SOLAS 74/88 reg.III/29).
- (141) testing that the engine of the rescue boat(s) and of each lifeboat, when so fitted, start satisfactorily and operate both ahead and astern.
- (142) examining and checking the operation of two-way VHF radiotelephone apparatus and radar transponders (SOLAS 74/88 regs.III/6, IV/7 and 14).
- (143) examining the line-throwing appliance and checking that its rockets and the ships distress signals are not out of date, and examining and checking the operation of on board communications equipment and the general alarm system (SOLAS 74/96 regs.III/6, 18 and 35; LSAC sections 3.1 and 7.1).

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- (144) examining the provision, disposition, stowage and condition of the lifebuoys, including those fitted with self-igniting lights, self-activating smoke signals and buoyant lines, lifejackets, immersion suits, anti-exposure suits and thermal protective aids and that their associated batteries are not out of date (SOLAS 74/88 regs.III/7, 21, 22 and 31; LSAC sections 2.1 to 2.5 and 3.1 to 3.3).
- (145) checking the lighting of the muster and embarkation stations and the alleyways, stairways and exits giving access to the muster and embarkation stations, including when supplied from the emergency source of power (SOLAS 74/88 regs.II-1/42 and III/11).
- (146) checking that the required navigation lights, shapes and sound signaling equipment are in order (International Regulations for Preventing Collisions at Sea in force (COLREG), regs.20 to 24, 27 to 30 and 33).
- (147) checking the provision and specification of the following navigation equipment as appropriate: daylight signaling lamp, magnetic compass, transmitting heading device, gyro compass, gyro compass repeaters, radar installation(s), electronic plotting aid, automatic tracking aid(s) or automatic radar plotting aid(s), echo-sounding device, speed and distance indicator, rudder angle indicator, propeller rate-of-revolution indicator, variable pitch propeller pitch and operational mode indicator, rate-of-turn indicator, heading or track control system, GNSS receiver, terrestrial radio navigation system and sound reception system, ECDIS including back-up arrangements, a pylon or compass bearing device and means for correcting heading and bearings. Items that cannot be checked with the ship in port should be verified from records (SOLAS 74/00 reg. V/19).
- (148) checking for the provision, specification operation and annual performance test of the voyage data recorder (SOLAS 74/00/04 reg. V/20).
- (149) checking that the International Code of Signals and a copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual have been provided. (SOLAS 74/00/02 reg. V/21).
- (150) checking the provision, operation and that the annual test has been carried out, for the automatic identification system, where fitted (SOLAS 74/00/04, reg. V/19).
- (151) checking the provision and specification of the pilot ladders and hoists/pilot transfer arrangements (SOLAS 74/00 reg.V/17).

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- (152) the provisions of (PI) 5.1.2.105 to (PI) 5.1.2.126.
 - (153) the provisions of (PI) 5.1.2.127 to (PI) 5.1.2.131;
 - (154) confirming that the ships identification number is permanently marked. (SOLAS 74/02, reg. XI-1/3).
 - (155) For the hull, machinery and equipment of passenger ships the completion of the renewal survey should consist of:
 - (156) after a satisfactory survey, issuing the Passenger Ship Safety Certificate and its associated Record of Equipment (Form P).
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