MERCANTILE MARINE DEPARTMENT, MUMBAI

CHECKLIST FOR THE RENEWAL SURVEY OF CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE.

SAFCON

PARTICULARS OF VESSEL

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

Sr. No.	Ref. A/27/IMO Res. 1053	Survey Items	Status Yes/No/NA*
1	2.4.1	All certificates and documentation except SAFCON Certificates valid.	
2	2.2.1.15	Whether any new equipment has been fitted and, if so, confirm that it has been approved before installation and that any changes are reflected in the appropriate certificate; (Attach the list of new equipment fitted)	
3	2.2.1.16	Ship-specific emergency towing procedure (SOLAS 08 reg.II-1/3-4);	
4	2.2.1.17	Stability information, including damage stability, where applicable, and the damage control plans are on board (SOLAS 74/88 regs.II-1/22, 23 and 25) (SOLAS 06 reg.II-1/5-1 and 19);	
5	2.2.1.18	Manoeuvring booklet is on board and that the manoeuvring information is displayed on the navigating bridge (SOLAS 74/88 reg.II-1/28);	
6	2.2.1.19	Log-book entries that the testing and the emergency drills of the steering gear have been carried out (SOLAS 74/00 reg.V/26) (SOLAS 74/88 reg.V/19);	
7	2.2.1.20	Routine surveys of the boilers and other pressure vessels, have been carried out as required and that safety devices, such as the boiler safety valves, have been tested;	

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

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8	2.2.1.22	A complete file of the enhanced survey reports and the Condition Evaluation Report are on board;	
9	2.2.1.23	Suitable Material Safety Data Sheets are available on board;	
10	2.2.1.24	For bulk carriers, that the loading/unloading booklet required in SOLAS regulation VI/7.2 is on board (SOLAS 74/97/04 reg.XII/8.1);	
11	2.2.1.25	That bulk carriers of 150 m in length and upwards of single side skin construction designed to carry solid bulk cargoes having a density of 1,780 kg/m_3 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 74/97/04 reg.XII/3, 4 and 6);	
12	2.2.1.26	Approved Cargo Securing Manual for ships carrying cargo units including containers is on board (SOLAS 74/94 reg.VI/5.6);	
13	2.2.1.27	Loading booklet for carriage of cargoes in bulk is on board (SOLAS 74/00 reg.VI/7);	
14	2.2.1.28	For oil tankers and bulk carriers when appropriate, that the Ship Structure Access Manual is on board (SOLAS 74/00/02, reg.II-1/3-6(4));	
15	2.2.1.29	Structural alterations performed, if any, have been approved by the classification society and reported on the as-built drawings kept on board (SOLAS 74/04 reg.II-1/3-7);	
16	2.2.1.30	confirming when appropriate that the coating technical file is available on board (SOLAS 74/00/06 reg.II-1/3-2);	
17	2.2.1.31	confirming when appropriate that the maintenance of the protective coating is included in the overall shipôs maintenance system (SOLAS 74/00/06 reg.II-1/3-2);	
18	2.2.2.1	The hull and its closing appliances are satisfactions maintained	
19	2.2.2.2	examining the anchoring and mooring equipment as far as can be seen. For ships built after 01/01/2007, confirming that the towing and mooring equipment is properly marked with any restriction associated with its safe operation (SOLAS 74/04 reg.II-1/3-8);	
20	2.2.2.3	examining the collision and the other watertight bulkheads as far as can be seen (SOLAS 74/88 regs.II-1/11 and 14) (SOLAS 06 regs.II-1/10, 11 and 12);	

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21	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);	
22	2.2.2.5	examining the arrangements for closing openings in the shell plating below the freeboard deck (SOLAS 06 reg.II-1/15);	
23	2.2.2.6	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);	
24	2.2.2.7	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);	
25	2.2.2.7.1	examining visually the drainage facilities for blockage or other damage and confirming the provision of means to prevent blockage of drainage arrangements, for closed vehicle and ro-ro spaces and special category spaces where fixed pressure water-spraying systems are used (SOLAS 08 reg.II-2/20.6.1.5);	
26	2.2.2.8	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 regs.II-1/26, 32, 33 and 34) (SOLAS 74/88/06 reg.II-2/15 (except 15.2.5));	
27	2.2.2.9	confirming that the 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);	
28	2.2.2.10	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);	
29	2.2.2.11	carrying out a general examination of the machinery, the boilers, all steam, hydraulic, pneumatic and other systems and their associated fittings to see whether they are being properly maintained and with particular attention to the fire and explosion hazards (SOLAS 74/88 regs.II-1/26 and 27);	
30	2.2.2.12	examining and testing the operation of main and auxiliary steering arrangements, including their associated equipment and control systems (SOLAS 74/88 reg.II-1/29);	

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31	2.2.2.13	confirming that the means of communication between the navigation bridge and steering gear compartment and the means of indicating the angular position of the rudder are operating satisfactorily (SOLAS 74/88 reg.II-1/29) (SOLAS 74/00 reg.V/19);	
32	2.2.2.14	confirming that with ships having emergency steering positions there are means of relaying heading information and, when appropriate, of supplying visual compass readings to the emergency steering position (SOLAS 74/88 reg.II-1/29 and SOLAS 74/00 reg.V/19 or the SOLAS 74/88 text in force prior to 1 July 2002 reg.V/12 as appropriate);	
33	2.2.2.15	confirming that the various alarms required for hydraulic power-operated, electric and electro-hydraulic steering gears are operating satisfactorily and that the recharging arrangements for hydraulic power-operated steering gears are being maintained (SOLAS 74/88 regs.II-1/29 and 30);	
34	2.2.2.16	examining the means for the operation of the main and auxiliary machinery essential for the propulsion and the safety of the ship, including, when applicable, the means of remotely controlling the propulsion machinery from the navigating bridge (including the control, monitoring, reporting, alert and safety actions) and the arrangements to operate the main and other machinery from a machinery control room (SOLAS 74/88/00/02 reg.II-1/31);	
35	2.2.2.17	confirming the operation of the ventilation for the machinery spaces (SOLAS 74/88 reg.II-1/35);	
36	2.2.2.18	confirming that the measures to prevent noise in machinery spaces are effective (SOLAS 74/88 reg.II-1/36);	
37	2.2.2.19	confirming that the engine room telegraph, the second means of communication between the navigation bridge and the machinery space and the means of communication with any other positions from which the engines are controlled are operating satisfactorily (SOLAS 74/88 reg.II-1/37);	
38	2.2.2.20	confirming that the engineer's alarm is clearly audible in the engineers' accommodation (SOLAS 74/88 reg.II-1/38);	
39	2.2.2.21	examining, as far as practicable, visually and in operation, the electrical installations, including the main source of power and the lighting systems (SOLAS 74/88 regs.II-1/40 and 41);	

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40	2.2.2.22	confirming, as far as practicable, the operation of the emergency source(s) of electrical power including their starting arrangements, the systems supplied and, when appropriate, their automatic operation (SOLAS 74/88 regs.II-1/43 and 44);	
41	2.2.2.23	examining, in general, that the precautions provided against shock, fire and other hazards of electrical origin are being maintained (SOLAS 74/88 reg.II-1/45);	
42	2.2.2.24	examining the arrangements for periodically unattended machinery spaces (SOLAS 74/88 regs.II-1/46 to 53) and, in particular, the random testing of alarm, automatic and shutdown functions;	
43	2.2.2.25	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 regs.II-2/4.4, 5.2, 5.3.1, 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 regs.II-2/42 to 44, 46 to 50 and 52);	
44	2.2.2.26	confirming that the means of escape from accommodation, machinery and other spaces are satisfactory (SOLAS 74/00 regs.II-2/13.2, 13.3.1, 13.3.3, 13.4.2 and 13.6) (SOLAS 74/88 reg.II-2/45);	
45	2.2.2.27	examining the arrangements for gaseous fuel for domestic purposes (SOLAS 74/00 reg.II-2/4.3) (SOLAS 74/88 reg.II-2/51);	
46	2.2.2.28	examining visually the condition of any expansion joints in seawater systems;	
47	2.2.2.29	confirming, when appropriate and as far as is practicable when examining internal spaces on oil tankers and bulk carriers, that the means of access to cargo and other spaces remain in good condition. (SOLAS 74/00/02 reg.II-1/3-6);	
48	2.2.2.30	confirming that no new materials containing asbestos were installed on board (SOLAS 74/00/04/09 reg.II-1/3-5)	
49	2.2.2.31	examining the functionality of bilge well alarms to all cargo holds and conveyor tunnels (SOLAS 74/97/04 reg.XII/9);	
50	2.2.2.32	for bulk carriers, examining the hold, ballast and dry space water level detectors and their audible and visual alarms. (SOLAS 74/02 reg.XII/12);	

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51	2.2.2.33	for bulk carriers, checking the arrangements for availability of draining and pumping systems forward of the collision bulkhead (SOLAS 74/02 reg.XII/13);	
52	2.2.2.34	confirming that ship's identification number is permanently marked (SOLAS 74/02 reg.XI-1/3);	
53	2.2.2.35	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);	
54	2.2.2.36	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);	
55	2.2.2.37	confirming, for bulk carriers constructed before 1 July 1999 with restrictions imposed with respect to the carriage of cargoes with a density of 1,780 kg/m_3 and above, that a triangle is permanently marked at midship (SOLAS 74/97/04 reg.XII/8.3);	
56	2.2.2.38	confirming, for bulk carriers, that the loading instrument is on board and functioning (SOLAS 74/97/04 reg.XII/11).	
57	2.3.2.2	for ships over 5 years of age, an internal examination of representative spaces used for water ballast;	
58	2.3.2.3	for ships over 10 years of age, other than ships engaged in the carriage of dry cargoes only, an internal examination of selected cargo spaces;	
59	2.3.2.4	for ships over 15 years of age, engaged in the carriage of dry cargoes only, an internal examination of selected cargo spaces.	
60	2.4.2.2	Examination of sea valves and their connections to the hull;	
61	2.4.2.3	Examination of anchoring and mooring equipment for which purpose the anchors should be lowered and raised using the windlass.	
62	2.3.3.2	should there be any doubt as to its condition when examining the various piping systems, the piping may be required to be pressure tested, gauged or both. Particular attention is to be paid to repairs such as welded doublers;	
63	2.3.3.3	for ships over 10 years of age an internal examination of selected cargo spaces;	

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64	2.3.3.4	testing the insulation resistance of electrical circuits in dangerous zones such as cargo pump rooms and areas adjacent to cargo tanks, but in cases where a proper record of testing is maintained, consideration should be given to accepting recent readings.	
65	2.2.3.1	confirming, when appropriate, that the requisite arrangements to regain steering capability in the event of the prescribed single failure are being maintained (SOLAS 74/88 reg.II-1/29);	
66	2.2.3.2	examining the cargo tank openings, including gaskets, covers, coamings and screens;	
67	2.2.3.3	examining the cargo tank pressure/vacuum valves and devices to prevent the passage of flame (SOLAS 74/00 reg.II-2/11.6);	
68	2.2.3.4	examining the devices to prevent the passage of flame on vents to all bunker, oily-ballast and oily-slop tanks and void spaces, as far as practicable;	
69	2.2.3.5	examining the cargo tank venting, cargo tank purging and gas-freeing and other ventilation systems (SOLAS 74/00 reg.II-2/4.5.3, 4.5.4, 4.5.6 and 4.5.8) (SOLAS 74/88 reg.II-2/59);	
70	2.2.3.6	examining the cargo, crude oil washing, ballast and stripping systems both on deck and in the cargo pump rooms and the bunker system on deck;	
71	2.2.3.7	confirming that all electrical equipment in dangerous zones is suitable for such locations, is in good condition and is being properly maintained;	
72	2.2.3.8	confirming that potential sources of ignition in or near the cargo pump room are eliminated, such as loose gear, combustible materials, etc., that there are no signs of undue leakage and that access ladders are in good condition;	
73	2.2.3.9	examining all pump room bulkheads for signs of oil leakage or fractures and, in particular, the sealing arrangements of all penetrations of cargo pump room bulkheads;	
74	2.2.3.10	examining, as far as practicable, the cargo, bilge, ballast and stripping pumps for undue gland seal leakage, verification of proper operation of electrical and mechanical remote operating and shutdown devices and operation of cargo pump room bilge system, and checking that pump foundations are intact;	
75	2.2.3.11	confirming that the pump room ventilation system is operational, ducting intact, dampers are operational and screens clean;	

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76	2.2.3.12	verifying that installed pressure gauges on cargo discharge lines and level indicator systems are operational;	
77	2.2.3.13	examining access to bow arrangement (SOLAS 74/00/04 reg.II-1/3-3);	
78	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);	
79	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 reg.II-1/3-2);	
80	2.2.3.16	examining the emergency lighting in all cargo pump rooms of tankers constructed after 1 July 2002 (SOLAS 74/00 reg.II-1/43).	
81	2.1.3.64	for bulk carriers, examining and testing the hold, ballast and dry space water level detectors and their audible and visual alarms (SOLAS 74/02 reg.XII/12);	
82	2.1.3.66	confirming, for bulk carriers, that the loading instrument is on board and functioning (SOLAS 74/97/04 reg.XII/11);	
83	2.4.6	after a satisfactory survey, of all above the Cargo Ship Safety Construction Certificate may be issued.	

Name of Master _____

Signature with Date:- _____

Vessel Seal _____

REMARKS BY SURVEYOR

Name of the Surveyor:-

Signature of the Surveyor:-

Port/Date :-