List of documentation to be reviewed by NMA for fishing vessels of 15 metres in overall length and upwards

When a vessel is constructed or purchased abroad, the Norwegian Maritime Authority (NMA) will carry out a document verification before issuing the necessary certificates. The requirement for submitting documents is set out in section 1-7 of the Regulations of 13 June 2000 No. 660 on the construction, equipment and operation of fishing vessels of 15 metres in length and upwards.

The document list provides an overview of documentation that needs to be uploaded to the NMA's communication platform My Vessels, as well as information on what each document should contain. For each supervision, the NMA adjusts the document list to the vessel, depending on size, equipment, whether the vessel is classed, etc. For conversions and alterations, it is usually only required to submit the documentation that will be affected by the alterations.

The NMA may require further documentation to be uploaded, for example if the vessel is being provided with battery arrangement, LNG propulsion system or other technology not covered by conventional legislation.

We urge our customers to perform internal control of the documentation in order to verify that the documentation is according to the rules before the documentation is uploaded.

The documentation must contain reference to applicable rules.

Scope of document verification:

- Documentation marked with **(A)** must be approved by the Norwegian Maritime Authority.
- Documentation marked with **(I)** must be submitted for information purposes and spot check control.

All drawings must be provided with a tittle field, drawing number, date, scale, name of a person responsible, revision number/letter and revision date including a description and marking of any changes.

The final list of documents will be available for upload at My Vessels when you have submitted a notification of new building, notification of conversion/change and the Norwegian Maritime Authority has responded to this. You can find the mentioned documents in the Norwegian Maritime Authority's form catalogue.

It is desirable that the general arrangement drawing and contract of new building to be submitted at the same time as notification of new building or notification of conversion/change.

General	
General arrangement drawing GA (I)	The drawing shall specify the following: - Main dimensions, including overall length, moulded breadth and moulded depth. - Baseline, maximum draught. - Type of vessel (trawl, line etc.), including combination modes of operation, and the intended trade area. - Cargo holds, tanks, machinery spaces, service spaces, day rooms, cabins, hospital, mess room, galley, bathrooms and toilets. - The floor area of cabins, galley, hospital and bathrooms. - Breadth of corridors and stairways/exits. - Emergency exits with doors, door widths, stairs and ladders to decks and to stowage places for lifesaving appliances, and the embarkation ladder(s). - Deck machinery and lifting gear. - Location of any gas cylinder central for welding gases, and spaces for storage of gases for hazardous substances. - Location of anchor-handling gear. - Location and type of emergency source of power and emergency switchboard.
Trading Certificate – check list for shipyard's control	This check list KS-0100 is to be found on our website https://www.sdir.no/en/forms-directory/checklists/trading-certificate-of-compliance-for-fishing-vessel---initial- survey/ The check list is to be completed by the yard.
Building contract (I)	An excerpt of the contract showing when it was made.
HSE	
Working deck arrangement (I)	The drawing must provide an overview of the work deck and show the following: - working positions for normal operation. - machine guarding, emergency stop, safety line, physical barriers and anti-slip. - shaded fields that indicate danger zones around e.g. blocks/wire/winches/fishing gear/openings or other areas. - from the manoeuvring area, there must be a clear view or TV monitoring to any lift and to lifting and hoisting equipment, CCTV is shown as a symbol. A description of the assessments that form the basis of design solutions and work processes must also be attached, with a focus on ergonomics and safety for operating personnel. Including (but not limited to) lighting conditions, weather protection, preventive measures to minimize risks during operations. For crab vessels, we would like a separate description of the safety measures that are implemented in connection with the work process of baiting/fixing/setting/hauling the lines.

Fish factory arrangement (I)	The drawing must show the following: - working positions during normal operation. - escape routes and walkways to/from working positions. Reference is made to RSV 3-2023 Means of escape on production decks on fishing vessels. - machine guarding, emergency stop. physical barriers and anti-slip. A description of the assessments that form the basis of design solutions and work processes must also be attached, with a focus on ergonomics and safety for operating personnel. Including (but not limited to) design of working position, light conditions, noise, and mitigating measures against bioaerosol exposure (design of production equipment, ventilation, splash shielding).
Construction	**If the vessel is classed it is assumed that matters concerning construction will be handled by the classification society**
Profile and deck plan (I)	Shall inter alia indicate the main dimensions of the vessel, baseline, maximum draught and distance between frames.
Shell plating (I)	Shall show the unfolding of plates with thickness of plates, stiffeners and frames.
Drawing(s) of frames (I)	Shall show the dimensioning frames. In general minimum one frame in each room shall be provided. The midship section shall contain information about the vessel's equipment number and mooring equipment. The base line shall be indicated on each drawing.
Fore and aft ship structure (I)	Shall show the fore and aft ship structure including dimensions, materials etc.
Drawing(s) of bulkheads (I)	Drawings showing the construction and location of bulkheads. Openings, doors, hatches and penetrations (if any) shall be indicated on the drawings.
Superstructures and deck houses (I)	Shall show the construction of super structures including dimensions and openings.
Rudder arrangements (I)	Shall show rudder arrangement including dimensions, mounting and local reinforcements.
Machinery foundation (I)	Shall show the construction of the foundation and mounting of machinery including dimensions.
Drawings of foundation for deck machinery (I)	Drawings of foundations for deck machinery. The drawings shall show the foundation and mounting of winches for mooring, fishing equipment, davit, launching arrangements etc. Actual loading shall be illustrated with a force diagram. The loading capacity of the different components shall be specified.
Fishing gear arrangement (I)	The following shall be shown on the drawing: - Location of deck machinery (winches, davits, trawl gallows, blocks etc.) - Capacities of wires, blocks and other loose fishing gear - Capacities of winches - Force diagrams for blocks and equipment that is loaded when fishing. The utility of the appliances and equipment during maximum loading shall be specified.
Design calculations of main hull (I)	Report on dimensioning calculations must be in pdf format and contain the following information: - Confirmation at the beginning of the report that the vessel has been built in accordance with the applicable class rules.

	- Table of contents and headings marked with date and revision number. - Which class society's rules are used as a basis and information about the version of the rules used. - Strength draught - Whether the hold is designed for liquid cargo - Description of materials used - Any FEM calculations in accordance with the Norwegian Maritime Authority's "Veiledning om utførelse av finite element analyse" Dimensioning calculations shall contain: - Bottom, sides, deck and bulkheads, with a representative sample of plates, frames, stiffeners, stringers, deck beams, pillars etc. - The structure with highest stress levels. Global analysis shall be submitted for the hull beam when global strength is relevant. Conversions: New structure and structure which is affected by the conversion shall be checked with calculations in accordance with the above.
Design calculations of foundation for deck machinery (I)	Report on dimensioning calculations must be in pdf format and contain the following information: - Confirmation at the beginning of the report that the foundations are dimensioned in accordance with the applied class rules. - Table of contents and headings marked with date and revision number. - Which class society's rules are used as a basis and information about the version of the rules used. - Description of materials used - The calculations must include foundations including underlying structure for anchor winches, fishing winches (net hauler, trawl-, danish seine-, purse seine- and combi winches), davits, etc. - The calculations must include reference to relevant drawings. If the calculations are carried out in a beam calculation program, the report must contain a description of the model, plot, boundary conditions, loads/loading conditions and results. The report shall show that relevant rule requirements are fulfilled. If the calculations are carried out in a FEM program, the report must be in accordance with guidelines from a recognized class institution. See also the Norwegian Maritime Authority's "Veiledning om utførelse av finite element analyse". Crane foundations including the underlying/adjacent structure affected by the crane must be checked by a competent person type A. The calculations shall not be submitted to the Norwegian Maritime Authority.
Welding tables (I)	The document must provide information on current welding types and dimensions of the welds used.
Stability	

Control data/Hull description (I)	Model set as basis for the stability calculations. May be omitted if control data are enclosed with tonnage calculations already submitted. - Computer print-out of hull description and description of spaces and tanks. - Plots of data (isometric, body plan and SAC curve) - Calculation of ice accretion - Calculation of exposed wind area - Points of flooding and calculation of angle of flooding - Outline of buoyancy volumes
Lines plan (I)	Lines plan in accordance with NS 2598. May be omitted if drawing is enclosed with tonnage calculations already submitted.
Tank plan (I)	Drawing shall include the following information: - Capacities - Contents - Specific gravity - Volumetric centre of gravity - Free liquid surface effect
Preliminary stability (A)	Preliminary stability calculations shall be sent in in due time before the vessel is completed. All calculations shall be carried out using software approved by Norwegian Maritime Authority. 1. Documentation to be approved: - Loading conditions - KG-limit curves for vessels of length "L" 45 meters and above 2. Documentation to be sent in for information and spot check control: - Hydrostatic data - Cross curves - Stability manual Preliminary stability calculations based on estimated light ship data can be used as basis to issue the trading certificate after completion of the vessel only when estimated light ship data are conservative compared to the result of the inclining test.
Final stability (A)	Final stability calculations to be sent in based on light ship data from the approved inclining test report. Final stability calculations shall be submitted to the NMA no later than one month after the inclining test has been carried out. All calculations shall be carried out using software approved by Norwegian Maritime Authority. 1. Documentation to be submitted and approved: - Loading conditions - KG-limit curves for vessels of length "L" 45 meters and above 2. Documentation to be sent in for information and spot check control (may be omitted if enclosed with preliminary stability calculations): - Hydrostatic data - Cross curves - Cargo capacity data - Stability manual Stability calculations shall be approved before the trading certificate of compliance can be issued.
Cargohold Certificate (A)	The Norwegian Maritime Authority (NMA) attests cargohold certificate on behalf of the Norwegian Directorate of Fisheries (NDF) for fishing

	vessels with overall length from 17 meters and above. The Norwegian Maritime Authority certifies the cargohold certificate on behalf of the Norwegian Directorate of Fisheries. Vessels over 24 meters in maximum length must have on board updated drawings or descriptions of cargo spaces and other storage spaces for fish and fish products, as well as piping systems suitable for transporting fish and fish by-products. If the vessel participates in fishing in the north-west Atlantic (NAFO area) or in EU waters, this requirement applies to vessels over 17 meters in overall length. The drawings or descriptions mentioned in the first paragraph must indicate the individual rooms' gross storage capacity in cubic meters. If the room is further divided, this must be indicated in the same way. Template for cargohold certificate can be found in appendix 7 to regulation 23 December 2021 no. 3910.
Ullage tables for RSW tanks (A)	The Norwegian Maritime Authority (NMA) attests Ullage tables on behalf of the Norwegian Directorate of Fisheries (NDF) for fishing vessels with RSW tanks with total capacity from 70 cubic meters and above. The Norwegian Maritime Authority certifies calibration tables on behalf of the Norwegian Directorate of Fisheries. Vessels with ice water tanks or RSW tanks that together hold 70 cubic meters or more must have documents on board showing the calibration of the tanks in cubic meters at 10 centimeter intervals. In special cases, the Norwegian Directorate of Fisheries can grant exemption from the document obligation. See reference for preparation on our website here: https://www.sdir.no/sjofart/fartoy/fartoystyper/fiskefartoy/fiskefartoy-over-15-meter/krav-regelverk-og-utsyr/stabilitet-og-fribordsorhed/uttarbeelse -of-calibration-documents-for-rsw-tanks/
Stability and loading limitations (A)	KS-0331E Form for stability and loading limitations and corresponding instructions for use of water ballast and roll reduction tank (if applicable) shall be uploaded for approval. The form is available at our website: https://www.sdir.no/en/forms-directory/
Loadline	
Freeboard drawing (I)	Drawing shall include the following information: - Baseline, maximum draught - Main dimensions, incl. moulded depth and deck thickness at side for freeboard deck. - Exterior doors and hatches: Types, materials, coaming and sill heights - Interior doors in watertight subdivisions: Types, materials, coaming and sill heights - Vent pipes and ventilators: location, height, materials, type of closing appliance

	- Side scuttles/windows: location, size, fixed/capable of opening, hinged/loose deadlights - Outlets at side and bottom: height above/below loaded waterline, valves and closing appliances. - Railings/bulwarks: height, freeing port area - Offal chutes: height above loaded waterline, closing appliances. - If the vessel has hatches placed into the ship side or on the aft stern this shall be shown on the drawing - Openings in bulwark in the areas within the side and stern hatches leading further into the buoyant volumes of the vessel shall be shown. This is f. ex. doors, hatches and opening to intake fish and fishing equipment. - Drainage of enclosed working deck: pumps and bilge wells/bilge ports (whatever is applicable), closing appliances.
Tonnage	
Application for tonnage certificate (I)	The form KS-0194 "Søknad om målebrev" must be submitted.
Tonnage calculations (I)	Tonnage calculations shall be carried out in an electronic program approved by the Norwegian Maritime Authority. The calculations shall be made on the basis of drawings and shall be based on general geometric principles for volume calculation. All volume calculations for any particular ship shall be carried out using the same program. The volume calculations shall follow the principles of the 1969 Tonnage Convention with recommendations and interpretations pursuant to IMO Circular TM.5/Circ.5 and IMO Resolution MSC.234(82). Reference is also made to: Tonnage measurement of ships and mobile offshore units - Norwegian Maritime Authority (sdir.no)
Machinery	**If the vessel is classed it is assumed that matters concerning machinery will be handled by the classification society**
Fuel Oil Arrangement (I)	Documentation showing the fuel oil system. The fuel oil system shall be in accordance with the rules of a recognized classification society and the rules that has been applied shall be stated in the documentation.
Lube Oil arrangement (I)	Documentation showing the lube oil system. The lube oil system shall be in accordance with the rules of a recognized classification society and the rules that has been applied shall be stated in the documentation.
Bilge arrangement (I)	The bilge water arrangement shall be in accordance with the rules of a recognized classification society and the rules that has been applied shall be stated in the documentation. Pumping of oily bilge water overboard is not permitted. The documentation shall show: - Arrangement of the bilge water system - Dimension calculations for the system - Capacity calculations for the system
Engine room arrangement (I)	Drawing showing the arrangement in engine room with a component list describing all components with type and capacity.
Propulsion and propeller arrangement (I)	Documentation showing the vessel's propulsion and propeller arrangement. Strength calculations for propeller shaft shall also be submitted.

	A report shall be submitted on torsional oscillation control of propeller shaft for vessels with machinery having an effect of 500 kW or more, or 300 kW when the shaft arrangement has a length of more than 6 meters.
Sewage system (I)	The arrangement shall show the following: - Type and designation of components included in the system (pumps, valves, filters, etc.), - Diameter, thickness and material type of pipes, - Capacity calculations for the system, and - Position of overboard valves in relation to waterline
Cooling system (I)	Documentation (P & ID) showing the cooling system for propulsion and auxiliary system.
Ballast water arrangement (I)	Documentation showing: - Arrangement drawing of the ballast water system - Capacity calculations for the system
Ballast water management plan (I)	Is only to be submitted for vessels of less than 400GT in international trade carrying ballast water. Vessels above 400 GT shall have a Ballast Water Certificate and the Ballast Water Management Plan will be part of the document review in relation to that certificate. The Ballast Water Management Plan shall be prepared in accordance with MEPC.127 (53).
SOPEP-manual (A)	SOPEP-manual shall be submitted for approval and prepared in accordance with IMO Resolution MEPC.54 (32) with updates in IMO Resolution MEPC.86 (44).
Ozone - Layout drawing (I)	Arrangement drawing showing: - Location of ozone generator - Associated pipe system - Layout in the room We also refer to safety message SM 5-2015 regarding ozone systems on vessels: https://www.sdir.no/sjofart/regelverk/rundskriv/ozonanlegg-pa-fartoy/ The safety message further refers to the DNV-GL Guidance Note on safe installation of ozone plants on ships.
Ozone - System Philosophy (I)	It shall be prepared a system philosofy clearly indicating which system design alternatives have been used in accordance with DNV-RU-SHIP-Part4-Ch6-Sec7. A document explaining the use of the system and the system's security features with a focus on instrumentation and control system.
Ozone - Operations manual (I)	An operation manual will be prepared and submitted for information. To be prepared in accordance with "Operational Instructions" in DNV's regulations.
RSW and refrigeration-system (I)	The following shall be submitted: 1. Arrangement drawing showing: - Location of rooms with refrigeration machinery, - Layout of this room 2. System drawing showing: - Cooling circuit with corresponding indication of type and capacity of relevant components, - Information on what refrigerant and the quantity that is being used

Certificates - Main Engines (I)	- Propulsion machinery having a power output of 100kW or more with associated gears and control and monitoring systems shall be type-approved by a recognized classification society. The conditions in the type-approval- shall be confirmed fulfilled. - - Every diesel engine installed on a ship having a power output exceeding 130 kW shall have an EIAPP-certificate.
Certificates - Auxiliary Engines (I)	- Auxiliary machinery having a power output of 100 kW or more with associated gear and control and monitoring systems shall be type-approved by a recognized classification society. The conditions in the type-approval must be confirmed fulfilled. - - Every diesel engine installed on a ship having a power output exceeding 130 kW shall have an EIAPP certificate
Certificates - Steering gear (I)	Steering gear with associated control systems must be type-approved by a recognized classification society. The conditions in the type-approval must be confirmed fulfilled.
Certificates - Boilers (I)	Boilers with a working pressure of 3.5 bar or more shall be type-approved by a recognized classification society. The conditions in the type-approval must be confirmed fulfilled.
Certificates - Pressure Vessels (I)	Pressure vessels with working pressures of 3.5 bar or more shall be type-approved by, and in accordance with the rules of, a recognized classification society. The conditions in the type-approval must be confirmed fulfilled.
Certificates - Bilge water separator (I)	Bilge water separator shall be type-approved by a recognized classification society. The conditions in the type-approval be confirmed fulfilled.
Certificates - Sewage treatment plant (I)	For vessels that have a sewage treatment plant, this plant shall be type-approved by a recognized class society. The conditions in the type-approval must be confirmed fulfilled.
Certificates - Ballast water treatment system (BWTS) (I)	For vessels with international trade, a ballast water treatment system shall be provided. Ballast water treatment plants shall be type-approved by a recognized classification society. The conditions in the type-approval must be confirmed fulfilled.
Navigation	
Arrangement of navigational lights (I)	Shall show the location of navigation lights (in profile, plane and section), sound signaling apparatus and fixed signaling equipment. Requirements in Regulations of 13 June 2000 No. 660 section 10-5 and regulations of 1 December 1975 No. 5 for preventing collision at sea (COLREG) shall be fulfilled.
Arrangement of wheelhouse (I)	The drawing shall show the layout of the wheelhouse, location of equipment and include a list of equipment and instruments based on the requirements in chapter 10 in the Regulation of 13 June 2000 No. 660.
Muster list (I)	Instruction shall include information in accordance with chapter 8, section 8--2 in the Regulation of 13 June 2000 No. 660.
Field of vision (I)	The drawing shall show visibility from wheelhouse in accordance with section 10-6 in the Regulation of 13 June 2000 no. 660.

Escape route plan (I)	The drawing shall show: - Escape routes, exits and emergency exits. - Corridors and stairways. - Width of corridors, stairways and doors, measured between handrails. Requirements in Regulations of 13 June 2000 No. 660 chapter 5 and 11 shall be taken into consideration.
Life-saving appliances and arrangements	
Arrangement of life rafts and rescue boat (I)	Applies to vessels of 24 metres in length (L) and above. The drawing shall show location of life rafts and launching arrangement for rescue boat. It shall be shown that the life rafts and rescue boat can be safely lowered at the angles of trim and heel specified in section 7-32 in the Regulations of 13 June 2000 No. 660 (up to 10 degrees trim and 20 degrees list either way).
Fire safety	
Fire and safety plan (A/I)	Fire and safety plan shall be of appropriate scale to give a clear view of the installations. The symbols shall be in accordance with IMO resolutions A.952(23) and A1116(30). The following shall be visualized on the drawing: 1. Entrances to and escape routes from the different spaces, decks etc., incl. emergency exits. 2. Location of manual call station and alarms, release mechanism for fixed fire extinguishing system in machinery spaces. Likewise, the position of which remote operated fuel-oil valves and controls for starting and stopping of machinery, ventilation fans, fire dampers and fire pumps are activated must be indicated on the plan. 3. The location of firehose stations and fire extinguishers 4. The location of international shore connections and any other information considered to be essential in the event of fire. 5. The location of spare charges for fire extinguishers. 6. Location of fireman`s outfits. Content of fireman`s outfit shall be listed on the plan. 7. The number and location of lifejackets and immersion suits. 8. The number and location of lifebuoys. 9. Life-saving appliances. 10. Line throwing apparatus. 11. Distress and smoke signals. 12. Emergency ladder(s). 13. Launching arrangement for life- saving appliance. 14. Emergency radio equipment. 15. Radar transponders. 16. Emergency source of power and emergency lighting. 17. Safety equipment for refrigeration plant and ozone plant.
Fixed fire extinguishing system in machinery space (I)	Documentation of fixed fire extinguishing systems. The following documentation shall be submitted for information and possible spot- check: - Type approval certificate - Documentation required by the type approval certificate

	- Capacity calculations - Arrangement drawing that shows pipe- system incl. pumps, tanks or placement of extinguishing bottles. - Description of the system. - Position and instruction of release of the system. Details above is normally submitted as a manual.
Fireline system (I)	Documentation of fire line system shall include: - Arrangement drawing that shows placement of fire pumps, fire line, isolation valve, hydrants, hoses w/ equipment. - Symbol list that explains details on the drawing. - Calculations and capacity of fire pumps.
Structural fire integrity	
Fire integrity plan (A/I)	- Fire integrity plan that shows fire integrity of bulkheads and decks. - Rooms shall be categorized according to Ch. 5, § 5-7. The illustrations shall be of colour. - Fire class of decks and bulkheads shall be clearly marked on the drawing.
Ventilation systems (I)	Drawing shall be of colour, marked with version and revision date, and show that all relevant claims are met. The drawing (s) shall show: - Ventilation arrangement (both for external and accommodation ventilation) with ducts and components as fans, AC- units, fire dampers and penetrations in bulkheads and decks. - Fire zones (A and B class) shall be shown according to the fire integrity plan - Dimensions of ducts, including description of materials used, and fire insulation. - Capacity of fans - Means for and position of closing and opening of dampers and stop of fans. - Details showing penetrations in fire zone divisions - Details showing installations of fixed fire extinguishing system in ducts (if required) - Legend explaining symbols on the drawing.
Door plan (I)	Door plan shall show position of doors. There shall be a list that indicates fire class, with, self- closing mechanism, gas- tightness, direction of opening. The doors shall have the same fire integrity that the bulkhead which they are fitted in.
Electrical installation	
System philosophy for electric maritime systems (I)	The documentation shall contain at least the following information; 1. Description of the configuration of the electric maritime system in the different operating modes (including hybrid battery operation) 2. Description of the distribution philosophy for ship systems with associated auxiliary systems. 3. Description of automatic start and stop of main machinery and any auxiliary machinery. 4. Description of the "dead ship" recovery. 5. Description of automatic start and connection of main power 6. Description of redundancy philosophy 7. 7) Description of emergency power system (also applies to ship types without dedicated emergency power system). Information regarding

	the emergency power source's functionality at specified heel and trim as well as temperature range for operation must be provided.
One-line diagram for main, emergency and battery power (I)	The documentation shall contain at least the following information. Drawing shall schematically show the electrical system where generators, inverters, main and emergency switch boards with associated distribution boards, battery system and large consumers (eg plants for diesel-electric propulsion, fire pumps, ballast pumps, cargo pumps) are identified together with location on board.
Power balance for electrical maritime installations (I)	The documentation shall contain at least the following information: 1. Power balance for main power should show that power source has sufficient capacity to supply consumers under the various operating modes (as defined in the system philosophy document). 2. Power balance for main power should show that power source has sufficient capacity to supply necessary consumers essential for ship safety and propulsion when one or more generators are not in operation (one or more generator sets are dependent on main switchboard arrangement). 3. Power balance for emergency power shall show that the power source has sufficient capacity to supply emergency consumers as defined in the regulations. 4. Power balance for transition source shall show that the power source has sufficient capacity to supply consumers as defined in the regulations. 5. It should be possible to identify all consumers in the power balance. 6. If the vessel has a hybrid system, the battery system should be included in the power balance.
Statement of supervision issued by DSB (I)	DSB's regulations on maritime electrical installations §§ 6, 7 and 8 holds the requirements related to documentation and notification to be sent to DSB. The Statement of Supervision confirms that the electrical system has been inspected and that the regulatory authorities do not oppose the operation of the electrical system. The statement of supervision must be made available to the NMA before other certificates can be issued.
Survey documentation	
Inspection test plan (ITP) (I)	The plan shall include activities for the following: - Hull (N/A for classed vessels) - Stability - Lifesaving arrangement - Nautical - Structural fire safety - Fire fighting - Load line - Electrical systems Machinery systems Environment Universal - Design sea trial
Inclining test procedure (I)	Inclining test must be conducted according to "KS-0179-1 Procedures for inclining test and determination of lightship displace" This can be found at https://www.sdir.no/en/forms-directory/. Inclining test procedure should provide the following information: - date, time, and location of the survey; - inclining weight data, if an inclining test is to be performed : - type of weights; - amount (number of units and weight of each);

	- certification of mass; - method of handling (i.e. sliding rail or crane); - mass and location of righting- and/or trimming weights - anticipated maximum angle of heel to each side; - approximate location and length of pendulums - If a substitution of a pendulum with an inclinometer or other device is desired, details on such solutions. - approximate trim; - condition of tanks; - estimated weights to deduct, to complete, and to relocate in order to place the ship in its true lightship condition; - description of computer software to be used to aid in calculations during the survey; - name and phone number of the person responsible for conducting the survey.
Inclining test report (A)	Inclining test report shall be based on "KS-0179 Report on inclining test" or equivalent form. This can be found at sdir.no/en/forms-directory.
NDT plan (Non-Destructive testing plan) (unclassed vessel) (I)	NDT plan according to applied classification society rules.
Radio control (fishing vessel, passenger ships EU & SOLAS) (I)	Confirmation of survey of radio installation carried out by approved radio inspection company, approved rad io sea areas and details of radio facilities (radio equipment list) to be submitted to NMA.
Sea trial program (I)	The sea trial program shall include activities for the following: - Bridge equipment - Anchor system (N/A for vessels with class) - Ship manouvering (inc. various operational modes if applicable) - Unmanned machinery space (N/A for vessels with class)
IHM certification (unclassed vessel) (I)	IHM is required for all vessels with a gross tonnage of 500 and above, which are to be certified for international trade. IHM is voluntary for all vessels, with a gross tonnage of 500 and above, in national trade. A list of the Hazardous Materials contained on bord the ship (IHM Part I). Material Declaration and Supplier's Declaration of Conformity to the Ship structure and equipment containing Hazardous Materials and listed in IHM Part I. According to Regulation (EU) No 1257/2013, Article 5 and Annex I and II.
Declaration of keel laying (I)	Declaration of keel laying, issued by classification society or yard on unclassed vessel.