



PORT STATE CONTROL PREPARATION CHECKLIST

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1. SHIP'S OFFICE

1.1. CERTIFICATION & DOCUMENTATION

1.1.1. Certificates

Check with respect to:	Yes	No	Remarks
Certificate of Registry.	<input type="checkbox"/>	<input type="checkbox"/>	
International Tonnage Certificate (1969).	<input type="checkbox"/>	<input type="checkbox"/>	
Cargo Ship Safety Construction Certificate (and Exemption Certificate if any).	<input type="checkbox"/>	<input type="checkbox"/>	
Cargo Ship Safety Equipment Certificate (and Exemption Certificate if any) -Record of Equipment (form E).	<input type="checkbox"/>	<input type="checkbox"/>	
Cargo Ship Safety Radio Certificate (and Exemption Certificate if any) - Record of Equipment (form R).	<input type="checkbox"/>	<input type="checkbox"/>	
Cargo Ship Safety (and Exemption Certificate if any).	<input type="checkbox"/>	<input type="checkbox"/>	A Flag State may choose to have "Cargo Ship Certificate" as an alternative to the three previous Certificates
International Load Line Certificate (1966) (and Exemption Certificate if any): - Record of Conditions of Assignment of Load Lines.	<input type="checkbox"/>	<input type="checkbox"/>	
Copy of Document of Compliance (DOC).	<input type="checkbox"/>	<input type="checkbox"/>	
Safety Management Certification (SMC).	<input type="checkbox"/>	<input type="checkbox"/>	
International Ship Security Certificate (ISSC).	<input type="checkbox"/>	<input type="checkbox"/>	
Continuous Synopsis Record (CSR) forms 1, 2 and 3-All CSRs must be available in original.	<input type="checkbox"/>	<input type="checkbox"/>	
Minimum Safe Manning Certificate.	<input type="checkbox"/>	<input type="checkbox"/>	
Certificate of Class - Class Survey Status.	<input type="checkbox"/>	<input type="checkbox"/>	
ESP-Survey Report File: - Reports of structural surveys - Condition evaluation report - Thickness measurement reports - Survey planning document - Main structural plans of holds & ballast tanks - Previous repair history - Inspection of ship's personnel.	<input type="checkbox"/>	<input type="checkbox"/>	For Bulk Carriers and Oil Tankers constructed before 1-1-2014
International Anti-Fouling System Certificate.	<input type="checkbox"/>	<input type="checkbox"/>	
Maritime Labour Certificate with the attached "Declaration of Maritime Labour Compliance (Part I and II)".	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
MARPOL Certificates			
International Oil Pollution Prevention Certificate - Record of Construction and Equipment (form A or B).	<input type="checkbox"/>	<input type="checkbox"/>	
International Air Pollution Prevention Certificate - Record of Construction and Equipment.	<input type="checkbox"/>	<input type="checkbox"/>	
Engine International Air Pollution Prevention Certificate - Records of Construction - Approved Technical Files.	<input type="checkbox"/>	<input type="checkbox"/>	
International Energy Efficiency Certificate.	<input type="checkbox"/>	<input type="checkbox"/>	
International Sewage Pollution Prevention Certificate.	<input type="checkbox"/>	<input type="checkbox"/>	
Civil Liability for Bunker Oil Pollution Damage Certificate.	<input type="checkbox"/>	<input type="checkbox"/>	
Civil Liability for Oil Pollution Damage Certificate.	<input type="checkbox"/>	<input type="checkbox"/>	
Certificates for Special Category Vessels			
Passengers Vessels			
Passenger Ship Safety Certificate (and Exemption Certificate if any).	<input type="checkbox"/>	<input type="checkbox"/>	
High Speed Vessels			
High Speed Craft Safety Certificate	<input type="checkbox"/>	<input type="checkbox"/>	
Chemical Tankers			
Certificate of Fitness for Carriage of Dangerous Chemicals in Bulk (see 1.2.1.2).	<input type="checkbox"/>	<input type="checkbox"/>	
International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk.	<input type="checkbox"/>	<input type="checkbox"/>	
Liquefied Gas Tankers			
Certificate of Fitness for the Carriage of Liquefied Gases in Bulk.	<input type="checkbox"/>	<input type="checkbox"/>	

1.1.2. Documents – Plans – Crew Certificates

Check with respect to:	Yes	No	Remarks
Crew's Original Certificates of Competency including national endorsements.	<input type="checkbox"/>	<input type="checkbox"/>	Crew-related documentation
Flag endorsements for Crew Competency Certificates.	<input type="checkbox"/>	<input type="checkbox"/>	
Ship Security Officer Certificate.	<input type="checkbox"/>	<input type="checkbox"/>	
Ship Security Awareness Certificates for all Crew (after 1/7/2015)	<input type="checkbox"/>	<input type="checkbox"/>	
Crew's Medical Examination Certificates.	<input type="checkbox"/>	<input type="checkbox"/>	
Certificate for Medical First Aid and/or Care.	<input type="checkbox"/>	<input type="checkbox"/>	
Table of Shipboard Working Arrangements.	<input type="checkbox"/>	<input type="checkbox"/>	
Record of Rest Hours of the Crew.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
GO Certificates (GMDSS personnel have valid certificates and 2 of them have General Operator's certificates onboard).	<input type="checkbox"/>	<input type="checkbox"/>	Crew (GMDSS Operators)
SSAS-Type Approval and Test report.	<input type="checkbox"/>	<input type="checkbox"/>	Security (see 1.2.3)
Last 10 ports of call: security level records.	<input type="checkbox"/>	<input type="checkbox"/>	
Approved Ship Security Plan.	<input type="checkbox"/>	<input type="checkbox"/>	
Oil Record Book Part I filled out properly (see 1.2.1.1).	<input type="checkbox"/>	<input type="checkbox"/>	Environmental - MARPOL
Approved SOPEP and annexes updated (see 1.2.1.1).	<input type="checkbox"/>	<input type="checkbox"/>	
Ship Energy Efficiency Management Plan (SEEMP).	<input type="checkbox"/>	<input type="checkbox"/>	
Garbage Management Plan (including placards).	<input type="checkbox"/>	<input type="checkbox"/>	
Garbage Record Book.	<input type="checkbox"/>	<input type="checkbox"/>	
Ballast Water Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	
Ozone-depleting Substances Record Book	<input type="checkbox"/>	<input type="checkbox"/>	
Fuel Oil Changeover Procedure and Logbook	<input type="checkbox"/>	<input type="checkbox"/>	
Manufacturer's Operating Manual for Incinerator	<input type="checkbox"/>	<input type="checkbox"/>	
EEDI Technical File	<input type="checkbox"/>	<input type="checkbox"/>	For vessels built after 1-1-2013
NOx Technical File	<input type="checkbox"/>	<input type="checkbox"/>	NOx Technical Code
Record Book of Engine Parameters	<input type="checkbox"/>	<input type="checkbox"/>	
Bunker Delivery Notes and representative samples.	<input type="checkbox"/>	<input type="checkbox"/>	To be retained onboard for 3 years
Low Sulphur Analysis for D.O. / F.O.	<input type="checkbox"/>	<input type="checkbox"/>	
Declaration on Anti-Fouling System.	<input type="checkbox"/>	<input type="checkbox"/>	
BC Code Fitness Certificate (Appendix A, B, C).	<input type="checkbox"/>	<input type="checkbox"/>	
Cargo Gear Record Book.	<input type="checkbox"/>	<input type="checkbox"/>	
Approved Cargo Securing Manual.	<input type="checkbox"/>	<input type="checkbox"/>	
Approved Intact Stability Booklet.	<input type="checkbox"/>	<input type="checkbox"/>	
Reports of previous Port State Control Inspections.	<input type="checkbox"/>	<input type="checkbox"/>	
Official Deck Log Book. Following entries to be verified: - Onboard training and instructions - Lifeboat falls - Steering gear test before departure - Communication system bridge to steering gear test - Full movement of rudder test - Safety drills - Weekly / monthly / quarterly / biannual / annual safety equipment checks - Lifeboat engine test - Emergency lights test	<input type="checkbox"/>	<input type="checkbox"/>	
Engine Log Book.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Radio Stations License.	<input type="checkbox"/>	<input type="checkbox"/>	
Annual Test Report of EPIRB.	<input type="checkbox"/>	<input type="checkbox"/>	
LRIT Conformance Test Report (see 2.4.1.7).	<input type="checkbox"/>	<input type="checkbox"/>	Conducted by an authorized testing Application Service Provider (ASP).
AIS Annual Test Report (see 2.4.1.6).	<input type="checkbox"/>	<input type="checkbox"/>	
VDR/S-VDR Type Approval Certificate-Annual performance test certificate (see 2.4.1.4).	<input type="checkbox"/>	<input type="checkbox"/>	
Shore Base Maintenance Agreement regarding GMDSS	<input type="checkbox"/>	<input type="checkbox"/>	
Radio Accounting Company Attestation.	<input type="checkbox"/>	<input type="checkbox"/>	
Onboard training & drills record (SMS forms, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	
GMDSS Installation License.	<input type="checkbox"/>	<input type="checkbox"/>	
GMDSS Plan.	<input type="checkbox"/>	<input type="checkbox"/>	
Updated Fire Control & Safety Plan with updated crew list.	<input type="checkbox"/>	<input type="checkbox"/>	Fire & Safety
Ship-specific Fire Training Manual.	<input type="checkbox"/>	<input type="checkbox"/>	
Ship-specific Fire Operational Booklet.	<input type="checkbox"/>	<input type="checkbox"/>	
Fire Extinguishers' Certificates: - Annual Test (or acc. to Flag requirements) - Last Hydraulic Test - List of Manufacturing Dates with Serial Nos - Certificate of Conformity for use onboard ships	<input type="checkbox"/>	<input type="checkbox"/>	
CO ₂ Certificate - Annual tests / inspections - 2.5-year tests / inspections - Last hydraulic test (10 years / as per Flag requirements) - Section valves test (5 years / as per Flag requirements)	<input type="checkbox"/>	<input type="checkbox"/>	
Foam Analysis Certificate: a) For fixed foam systems: except for non-alcohol resistant foam, the first test need not be conducted sooner than 3 years after being supplied to the ship. b) For portable sealed foam containers: protein-based foam concentrate portable containers and portable tanks shall be thoroughly checked and, if more than 5 years old, the foam concentrate shall be subjected to annual analysis or renewed.	<input type="checkbox"/>	<input type="checkbox"/>	
SOLAS training manual (Ship-specific).	<input type="checkbox"/>	<input type="checkbox"/>	
Lifeboat / Rescue boat launching devices servicing Certificates (annual / 5-year load tests).	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Lifeboat on Load Release Gear Servicing Certificate.	<input type="checkbox"/>	<input type="checkbox"/>	
Liferaft Servicing Certificates.	<input type="checkbox"/>	<input type="checkbox"/>	
Inflatable Lifejackets Certificate.	<input type="checkbox"/>	<input type="checkbox"/>	1 year
Liferafts' Inspection & Davit.	<input type="checkbox"/>	<input type="checkbox"/>	1 year
LSA wires (renewal).	<input type="checkbox"/>	<input type="checkbox"/>	5 years
EEBD Hydraulic test (if it is provided by the maker).	<input type="checkbox"/>	<input type="checkbox"/>	1 year 5 years
Self-Contained Breathing Apparatus (SCBA).	<input type="checkbox"/>	<input type="checkbox"/>	1 year
SCBA air bottles hydraulic test.	<input type="checkbox"/>	<input type="checkbox"/>	5 years
Immersion suits. Pressure test: a) If up to 10 years of age b) If more than 10 years of age (Flag requirements to be also checked).	<input type="checkbox"/>	<input type="checkbox"/>	1 year Every 3 years Every year
Muster list.	<input type="checkbox"/>	<input type="checkbox"/>	
Medical oxygen (recharge).	<input type="checkbox"/>	<input type="checkbox"/>	1 year
Medical oxygen bottle hydraulic test.	<input type="checkbox"/>	<input type="checkbox"/>	5 years
Ultrasonic thickness measurements report.	<input type="checkbox"/>	<input type="checkbox"/>	If applicable
Oxygen content meter / gas meter.	<input type="checkbox"/>	<input type="checkbox"/>	1 year
Material Safety Data Sheets (MSDS).	<input type="checkbox"/>	<input type="checkbox"/>	
Coating technical file.	<input type="checkbox"/>	<input type="checkbox"/>	For dedicated seawater ballast tanks
Noise survey report.	<input type="checkbox"/>	<input type="checkbox"/>	Vessels >= 1.600 GT and keel laid after 1-7-2014
Plans and procedures for recovery of persons from the water (ship-specific).	<input type="checkbox"/>	<input type="checkbox"/>	
Starting air cylinders.	<input type="checkbox"/>	<input type="checkbox"/>	5 years
Chain cables certificates.	<input type="checkbox"/>	<input type="checkbox"/>	
Lashing and chains certificate (if applicable).	<input type="checkbox"/>	<input type="checkbox"/>	5 years
Embarkation ladder.	<input type="checkbox"/>	<input type="checkbox"/>	1 year 5 years (load test)
P&I Club documentation.	<input type="checkbox"/>	<input type="checkbox"/>	
Certificate of Financial Responsibility (COFR).	<input type="checkbox"/>	<input type="checkbox"/>	For USA
Vessel General Permit (VGP).	<input type="checkbox"/>	<input type="checkbox"/>	
Notice of Intent (NOI).	<input type="checkbox"/>	<input type="checkbox"/>	
Biofouling Management Plan (ship-specific).	<input type="checkbox"/>	<input type="checkbox"/>	
Tank or Non-Tank Vessel's Response Plan (VRP - NTVRP).	<input type="checkbox"/>	<input type="checkbox"/>	
Ship Emergency Response Plan.	<input type="checkbox"/>	<input type="checkbox"/>	
Construction drawings.	<input type="checkbox"/>	<input type="checkbox"/>	
Ship construction file.	<input type="checkbox"/>	<input type="checkbox"/>	For Oil Tankers and Bulk Carriers
Oil Record Book part II filled out properly.	<input type="checkbox"/>	<input type="checkbox"/>	For Oil Tankers
Oil Discharge Monitoring and Control (ODMC) Operational Manual.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Records of oil discharge monitoring and control system for the last ballast voyage	<input type="checkbox"/>	<input type="checkbox"/>	For Oil Tankers
Crude Oil Washing Manual.	<input type="checkbox"/>	<input type="checkbox"/>	
Condition Assessment Scheme (CAS): Statement of Compliance, CAS Final Report and Review Record.	<input type="checkbox"/>	<input type="checkbox"/>	
Subdivision and Stability Information.	<input type="checkbox"/>	<input type="checkbox"/>	
VOC Management Plan.	<input type="checkbox"/>	<input type="checkbox"/>	For Crude Oil Tankers
STS Operations Plan.	<input type="checkbox"/>	<input type="checkbox"/>	For Tankers involved in STS Operations
Approved Damage Stability Booklet.	<input type="checkbox"/>	<input type="checkbox"/>	For Oil, Gas and Chemical Tankers
Procedures and Arrangements Manual.	<input type="checkbox"/>	<input type="checkbox"/>	For ships carrying noxious liquid substances
Operation Manual for LNG / LPG Carriers.	<input type="checkbox"/>	<input type="checkbox"/>	For LNG/LPG vessels
Offshore Supply Vessel Document of Compliance.	<input type="checkbox"/>	<input type="checkbox"/>	For Supply vessels
Certificate of Fitness for Offshore Support Vessels.	<input type="checkbox"/>	<input type="checkbox"/>	
Special purpose Ship Safety Certificate.	<input type="checkbox"/>	<input type="checkbox"/>	For Special purpose ships
Exemption Certificate (if any).	<input type="checkbox"/>	<input type="checkbox"/>	For Passenger & Cargo ships, as per SOLAS Reg. 1/12
Operational limitations for passenger ships.	<input type="checkbox"/>	<input type="checkbox"/>	For Passenger ships
Decision Support System for Masters.	<input type="checkbox"/>	<input type="checkbox"/>	For Passenger ships
IMO / Safety signs / P&I posters.	<input type="checkbox"/>	<input type="checkbox"/>	

1.2. OPERATIONAL – PROCEDURAL – DOCUMENTATION CONTROLS

1.2.1. MARPOL

1.2.1.1. MARPOL Annex I – Oil Pollution

Check with respect to:	Yes	No	Remarks
SOPEP / SMPEP			
<i>The most common deficiencies are out-dated list of port contacts and missing approval.</i>			
SMPEP / SOPEP approved by Class or Flag.	<input type="checkbox"/>	<input type="checkbox"/>	
Updated list of contacts.	<input type="checkbox"/>	<input type="checkbox"/>	
IOPP supplement marked correctly for SMPEP or SOPEP as applicable.	<input type="checkbox"/>	<input type="checkbox"/>	
Oil Record Book (ORB)			
<i>Incorrect entries in the Oil Record Book are the most common recorded deficiencies.</i>			
Correct entries.	<input type="checkbox"/>	<input type="checkbox"/>	
Tanks recorded in ORB and volumes of tanks correspond to IOPP supplement.	<input type="checkbox"/>	<input type="checkbox"/>	
Entries signed by officer in charge of operation.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Each completed page must be signed by Master.	<input type="checkbox"/>	<input type="checkbox"/>	
Receipts for delivery of sludge and / or bilge to Reception Facilities are available onboard.	<input type="checkbox"/>	<input type="checkbox"/>	

1.2.1.2. MARPOL Annex II – NLS Pollution

Check with respect to:	Yes	No	Remarks
<i>Deficiencies recorded against any of below items may cause ship's detention.</i>			
Certificate of Fitness (CoF) for the carriage of liquid chemicals in bulk.	<input type="checkbox"/>	<input type="checkbox"/>	
Approved procedures and arrangements (P&A) manual.	<input type="checkbox"/>	<input type="checkbox"/>	
Products onboard in accordance with the CoF cargo list.	<input type="checkbox"/>	<input type="checkbox"/>	
Operational requirements followed and recorded.	<input type="checkbox"/>	<input type="checkbox"/>	
STCW requirements regarding the relevant certificates and endorsement in accordance with Reg. V-1 and 2.	<input type="checkbox"/>	<input type="checkbox"/>	

1.2.1.3. MARPOL Annex V – Garbage Pollution

Check with respect to:	Yes	No	Remarks
<i>Incorrect entries in the Garbage Record Book (GRB) are the most common recorded deficiencies.</i>			
Correct entries.	<input type="checkbox"/>	<input type="checkbox"/>	
Receipts are available onboard.	<input type="checkbox"/>	<input type="checkbox"/>	
Entries signed by the officer in charge of operation.	<input type="checkbox"/>	<input type="checkbox"/>	
Each completed page must be signed by the Master.	<input type="checkbox"/>	<input type="checkbox"/>	

1.2.1.4. MARPOL Annex VI – Air Pollution

Check with respect to:	Yes	No	Remarks
<i>Deficiencies recorded against any of below items may cause ship's detention.</i>			
EIAPP certificates and technical files for the specific diesel engines (M/E & AEs).	<input type="checkbox"/>	<input type="checkbox"/>	
Sulphur content of any fuel oil used onboard not exceeding the required level according to trading area.	<input type="checkbox"/>	<input type="checkbox"/>	
Compliance while operating within Emission Control Area (ECA).	<input type="checkbox"/>	<input type="checkbox"/>	
Change-over procedures (applicable when going into ECA).	<input type="checkbox"/>	<input type="checkbox"/>	
Type Approval Certificate for incinerators.	<input type="checkbox"/>	<input type="checkbox"/>	
IAPP Supplement is listing ozone-depleting substances in use onboard.	<input type="checkbox"/>	<input type="checkbox"/>	



1.2.1.5. Anti-Fouling System Convention

Check with respect to:	Yes	No	Remarks
<i>Deficiencies below are considered as clear grounds for a more detailed inspection which may include sampling and analysis of the ship's Anti-Fouling System.</i>			
Valid International AFS Certificate or Declaration on Anti-Fouling System.	<input type="checkbox"/>	<input type="checkbox"/>	
Ships flying flags of Non-Parties to AFS 2001 should verify that AFS complies with the requirements of the Convention.	<input type="checkbox"/>	<input type="checkbox"/>	

1.2.2. ISM Code

Check with respect to:	Yes	No	Remarks
<i>Most common ground for detention is insufficient maintenance of the ship and equipment (ISM Code, Ch. 10).</i>			
ISM certificates and manuals readily available onboard.	<input type="checkbox"/>	<input type="checkbox"/>	
Name and address of the Company and ship type must be the same on SMC, DOC and ISSC (see 1.2.3).	<input type="checkbox"/>	<input type="checkbox"/>	
Crewmembers are familiar with Company's safety and environmental protection policy.	<input type="checkbox"/>	<input type="checkbox"/>	
Senior Officers are familiar with the SMS procedures.	<input type="checkbox"/>	<input type="checkbox"/>	
SMS is written in the official working language of the crew.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew must be able to identify who the DPA is and what the DPA function is.	<input type="checkbox"/>	<input type="checkbox"/>	
Master's responsibility and authority is clearly defined.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency procedures, drills and company's 24/7 availability to be documented and readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Newly signed crewmembers have gone through familiarization and required training.	<input type="checkbox"/>	<input type="checkbox"/>	
Procedures for reporting of non-conformities, accidents and hazardous situations are implemented.	<input type="checkbox"/>	<input type="checkbox"/>	
Any required corrective actions for previously identified non-conformities are under control.	<input type="checkbox"/>	<input type="checkbox"/>	
The planned maintenance system is well implemented, documented and functioning. Records of maintenance available for inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Master has carried out the review of SMS.	<input type="checkbox"/>	<input type="checkbox"/>	
Near misses, defect reports, alcohol tests (if required by Company's SMS Manual), risk assessments in order.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Forms for enclosed spaces permits are used in every case of tanks and other enclosed spaces inspection.	<input type="checkbox"/>	<input type="checkbox"/>	

1.2.3. ISPS Code

Check with respect to:	Yes	No	Remarks
<i>Most common ground for detention is lack of access control.</i>			
Name and address of the Company and ship type must be the same on ISSC and SMC / DOC (see 1.2.1).	<input type="checkbox"/>	<input type="checkbox"/>	
Security level is set according to contracting government instructions and Ship Security Plan (SSP).	<input type="checkbox"/>	<input type="checkbox"/>	
SSP is protected from unauthorized access or disclosure.	<input type="checkbox"/>	<input type="checkbox"/>	
Limited access to specific parts of the SSP is provided (ISPS Code, 9.4 & 9.8, Part A).	<input type="checkbox"/>	<input type="checkbox"/>	
Drills are carried out regularly as per ISPS Code and SSP.	<input type="checkbox"/>	<input type="checkbox"/>	
Records maintained and available for inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Company Security Officer (CSO) or deputy CSO is available 24/7.	<input type="checkbox"/>	<input type="checkbox"/>	

1.2.4. MLC 2006

Check with respect to:	Yes	No	Remarks
<i>Most deficiencies are related to the below items that should be checked.</i>			
Insufficient manning, e.g. caused by the removal from the Safe Manning Certificate of under-age seafarers.	<input type="checkbox"/>	<input type="checkbox"/>	
Evidence of repeated non-compliance with maximum hours of work / minimum hours of rest for the crew.	<input type="checkbox"/>	<input type="checkbox"/>	
Seafarer trained and certified in medical care (for ship not carrying a medical doctor).	<input type="checkbox"/>	<input type="checkbox"/>	
Persons under 16 years not allowed to work onboard.	<input type="checkbox"/>	<input type="checkbox"/>	
Persons between 16 and 18 years allowed to work onboard but not at posts that are likely to jeopardize their health or safety.	<input type="checkbox"/>	<input type="checkbox"/>	
Medical doctor for ships ordinarily engaged in international voyages of more than 3 days and carrying 100 persons or more.	<input type="checkbox"/>	<input type="checkbox"/>	
Several seafarers not holding valid medical certificate(s) repeatedly.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Non-payment of wages and/or repeated cases of delayed payment of wages over a long period.	<input type="checkbox"/>	<input type="checkbox"/>	
Night work for seafarers under the age of 18 is prohibited, except to the extent that an exemption has been made by the competent authority under standard A1.1, paragraph 3, in case of training programs (exemption to be available).	<input type="checkbox"/>	<input type="checkbox"/>	
Confirmation that seafarers are trained and certified as competent (CoC), or otherwise qualified to perform their duties (in accordance with the mandatory instruments adopted by IMO, i.e. STCW) is missing.	<input type="checkbox"/>	<input type="checkbox"/>	
Seafarers onboard the same ship repeatedly not in possession of valid SEA or seafarers with SEA containing clauses contradictory to seafarers' rights.	<input type="checkbox"/>	<input type="checkbox"/>	
Any deficiency constituting a violation of fundamental rights or seafarers' employment and social rights.	<input type="checkbox"/>	<input type="checkbox"/>	
Any non-conformity that violates fundamental rights (for example, the attribution of substandard accommodation based on the race or gender or trade union activity of the seafarers concerned).	<input type="checkbox"/>	<input type="checkbox"/>	
Onboard complaints procedure is available.	<input type="checkbox"/>	<input type="checkbox"/>	
Agreement between the Ship Manager and the Manning agent to exist onboard.	<input type="checkbox"/>	<input type="checkbox"/>	
When a ship owner uses a private seafarer recruitment or placement service, the service should be licensed or certified or regulated in accordance with MLC 2006.	<input type="checkbox"/>	<input type="checkbox"/>	



2. BRIDGE

2.1. DOCUMENTS – PLANS – MANUALS – CHARTS

Check with respect to:	Yes	No	Remarks
<i>Most common grounds for detention are charts and publications not corrected and missing Notices to Mariners.</i>			
All charts and publications correspond to voyage plan.	<input type="checkbox"/>	<input type="checkbox"/>	
Charts and publications up-to-date and old editions removed.	<input type="checkbox"/>	<input type="checkbox"/>	
Chart corrections must be indicated on the chart itself.	<input type="checkbox"/>	<input type="checkbox"/>	
Large scale charts are provided.	<input type="checkbox"/>	<input type="checkbox"/>	
Nautical publications up-to-date as per latest NTMs including Sailing directions and supplements.	<input type="checkbox"/>	<input type="checkbox"/>	
Passage Plan from berth to berth for current voyage available and undersigned by all navigating officers.	<input type="checkbox"/>	<input type="checkbox"/>	
Pre-arrival and pre-departure tests carried out and recorded to log books.	<input type="checkbox"/>	<input type="checkbox"/>	
Chronometer error log-book in order.	<input type="checkbox"/>	<input type="checkbox"/>	If applicable
ECDIS up-to date with latest corrections	<input type="checkbox"/>	<input type="checkbox"/>	If used as primary means of navigation
Second independently powered ECDIS or back-up paper charts provided.	<input type="checkbox"/>	<input type="checkbox"/>	(See 2.4.1.5)
Bell Book.	<input type="checkbox"/>	<input type="checkbox"/>	Engine Status
Radio Log properly filled (Ship particulars, routine tests or records available, daily position).	<input type="checkbox"/>	<input type="checkbox"/>	Radio
Magnetic Compass Deviation Card.	<input type="checkbox"/>	<input type="checkbox"/>	1 year
Maneuvering characteristics.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency Towing Booklet.	<input type="checkbox"/>	<input type="checkbox"/>	For Passenger and Cargo ships
Bridge Drawings (Fire Plan, LSA Plan, Muster List, Damage Control Plan).	<input type="checkbox"/>	<input type="checkbox"/>	
Muster List.	<input type="checkbox"/>	<input type="checkbox"/>	
Table of Shipboard Working Arrangements.	<input type="checkbox"/>	<input type="checkbox"/>	
SOLAS Training Manual.	<input type="checkbox"/>	<input type="checkbox"/>	Ship-specific



2.2. PUBLICATIONS

Check with respect to:	Yes	No	Remarks
<i>Most common grounds for detention are charts and publications not corrected and missing Notices to Mariners.</i>			
Tide Tables up-to date with latest corrections.	<input type="checkbox"/>	<input type="checkbox"/>	
International Code of Signals up-to-date with latest corrections.	<input type="checkbox"/>	<input type="checkbox"/>	
IAMSAR Manual Volume III.	<input type="checkbox"/>	<input type="checkbox"/>	
Sailing Directions up-to-date with latest corrections.	<input type="checkbox"/>	<input type="checkbox"/>	
List of Lights up-to-date with latest corrections.	<input type="checkbox"/>	<input type="checkbox"/>	
List of Radio Signals.	<input type="checkbox"/>	<input type="checkbox"/>	
ITU Publications.	<input type="checkbox"/>	<input type="checkbox"/>	
Nautical Almanac.	<input type="checkbox"/>	<input type="checkbox"/>	
Notice to Mariners up-to-date with latest corrections.	<input type="checkbox"/>	<input type="checkbox"/>	
Cumulative list of notice to mariners (January or June Edition).	<input type="checkbox"/>	<input type="checkbox"/>	
IMO Publications - SOLAS - MARPOL - STCW - COLREG - ILLC - IBC Code (for chemical tankers) - IMDG Code - Int. Grain Code (for bulk carriers) - BLU Code (for bulk carriers) - FSS Code - LSA Code - ISM Code - ISPS Code - HSC Code (for high-speed crafts) - IMSBC Code	<input type="checkbox"/>	<input type="checkbox"/>	
Flag Administration Circulars up-to date.	<input type="checkbox"/>	<input type="checkbox"/>	
International Medical Guide latest edition.	<input type="checkbox"/>	<input type="checkbox"/>	
Masters' Medical Guide (according to flag)	<input type="checkbox"/>	<input type="checkbox"/>	



2.3. OPERATIONAL – PROCEDURAL – DOCUMENTATION CONTROLS

2.3.1. MARPOL Annex I – Oil Pollution

Check with respect to:	Yes	No	Remarks
SOPEP / SMPEP			
Crew emergency duties posted at bridge, engine control room and public spaces.	<input type="checkbox"/>	<input type="checkbox"/>	

2.3.2. ISPS Code

Check with respect to:	Yes	No	Remarks
Ship Security Alert System (SSAS) is operational and records for tests and maintenance available.	<input type="checkbox"/>	<input type="checkbox"/>	Testing interval as per Flag requirements

2.4. EQUIPMENT (BRIDGE)

2.4.1. Navigation

Check with respect to:	Yes	No	Remarks
Magnetic compasses (without bubbles, foundation intact, lighting), Deviation Table and Error Log book (see 2.4.1.3).	<input type="checkbox"/>	<input type="checkbox"/>	
Gyro compass (including repeaters) and error log book (see 2.4.1.2).	<input type="checkbox"/>	<input type="checkbox"/>	
9 GHz Radar (a second 9 GHz radar or 3 GHz radar for ships with GT>3,000) (see 2.4.1.1)	<input type="checkbox"/>	<input type="checkbox"/>	
ARPA (GPS, Gyro-compass & speed log connected).	<input type="checkbox"/>	<input type="checkbox"/>	For ships with GT>10,000
Course Recorder if fitted, spare papers for printers.	<input type="checkbox"/>	<input type="checkbox"/>	
Speed and distance indicator with input from heading device and Propeller revolution counter.	<input type="checkbox"/>	<input type="checkbox"/>	
Rate of turn indicator.	<input type="checkbox"/>	<input type="checkbox"/>	For ships with GT>50,000
Displays for rudder angle, propeller revolutions, thrust, pitch and other indicators visible at main steering station and at bridge wings.	<input type="checkbox"/>	<input type="checkbox"/>	
Auto-pilot with changeover instructions.	<input type="checkbox"/>	<input type="checkbox"/>	
Communication system with main steering room working properly.	<input type="checkbox"/>	<input type="checkbox"/>	
Echo sounder working properly with operating times, ports recorded and available with spare paper and ink. Sound alarm to be always ON.	<input type="checkbox"/>	<input type="checkbox"/>	
Sound signals (whistle, gong, and bell) and shapes (2 black balls, 1 diamond shape at	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
bridge, 1 block ball at fore-castle) in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Daylight signaling lamp (ALDIS) independent from ship's power supply and working satisfactorily. Also, at least 3 spare bulbs to exist on the bridge.	<input type="checkbox"/>	<input type="checkbox"/>	See IMO MSC.95(72)
Navigation lights. Tested on main and emergency supply. Correct bulbs fitted; lenses clean; arc screens fitted, spares available with certificates, sidelight inboard screens painted matt black; securing brackets & mountings in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Test of Navigation light failure warning on bridge.	<input type="checkbox"/>	<input type="checkbox"/>	
Mechanical clocks (2 pcs.) for LMT and GMT.	<input type="checkbox"/>	<input type="checkbox"/>	
Signal Flags (complete set).	<input type="checkbox"/>	<input type="checkbox"/>	
Country Flags.	<input type="checkbox"/>	<input type="checkbox"/>	
Sextants.	<input type="checkbox"/>	<input type="checkbox"/>	
GPS working properly.	<input type="checkbox"/>	<input type="checkbox"/>	
GMDSS equipment (Antennas, VHF installations, MF and HF Radio Installations, INMARSAT Ship earth stations, Navtex receiver, INMARSAT EGC receiver) in good condition, spare papers for printers are available. No overdue for annual servicing.	<input type="checkbox"/>	<input type="checkbox"/>	
GMDSS batteries in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
GMDSS walkie-talkies with three spare sealed batteries (check their expiry date).	<input type="checkbox"/>	<input type="checkbox"/>	
GMDSS instructions next to devices.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew capable of operating NAVTEX / NAVAREA and safety messages available for review.	<input type="checkbox"/>	<input type="checkbox"/>	
Satellite EPIRB clearly marked, able to float free, manual release fitted, Hydrostatic Release Unit within service. Can be manually activated.	<input type="checkbox"/>	<input type="checkbox"/>	
Line-throwing appliances validity and quantity as per vessel's fire and safety plan.	<input type="checkbox"/>	<input type="checkbox"/>	
Rocket parachute flares validity and quantity as per vessel's fire and safety plan.	<input type="checkbox"/>	<input type="checkbox"/>	
Hand flares validity and quantity as per vessel's fire and safety plan.	<input type="checkbox"/>	<input type="checkbox"/>	
VDR recording without any alarm indication (see 3.1.4).	<input type="checkbox"/>	<input type="checkbox"/>	
AIS fitted and updated for current voyage (see 3.1.6).	<input type="checkbox"/>	<input type="checkbox"/>	
Search and rescue locating devices capable of operating with batteries in date (SART/AIS	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
SART) min. 2 pcs for ships>500 GT, and 1 pc for ships between 300 GT and 500 GT.			
Public Address System.	<input type="checkbox"/>	<input type="checkbox"/>	
General Alarm	<input type="checkbox"/>	<input type="checkbox"/>	
Monitor for various side openings, garage, aft doors	<input type="checkbox"/>	<input type="checkbox"/>	For Ro-Ro vessels
Water Leakage Alarm (visual, sound alarm) Normal + Emergency Condition, 30 sec delay.	<input type="checkbox"/>	<input type="checkbox"/>	

2.4.1.1. Radar

Check with respect to:	Yes	No	Remarks
<i>Inoperative radar is one of the common defects.</i>			
RADAR type approved by Flag Administration.	<input type="checkbox"/>	<input type="checkbox"/>	
RADAR in good condition as per requirements and manufacturer's manual.	<input type="checkbox"/>	<input type="checkbox"/>	
RADAR ready for demonstration.	<input type="checkbox"/>	<input type="checkbox"/>	
RADAR blind sector drawings are available.	<input type="checkbox"/>	<input type="checkbox"/>	
RADAR log book available and records in order.	<input type="checkbox"/>	<input type="checkbox"/>	
If ARPA is installed, speed log data must be used for calculation of manoeuvring characteristics of targets.	<input type="checkbox"/>	<input type="checkbox"/>	
Procedures for periodical testing / maintenance of RADAR.	<input type="checkbox"/>	<input type="checkbox"/>	
Records are available and verified by Master.	<input type="checkbox"/>	<input type="checkbox"/>	

2.4.1.2. Gyro Compass (GC)

Check with respect to:	Yes	No	Remarks
<i>Findings are mostly related to de-synchronized compass readings between main unit and repeaters.</i>			
Type approved by Flag Administration.	<input type="checkbox"/>	<input type="checkbox"/>	
Annual test report	<input type="checkbox"/>	<input type="checkbox"/>	
In good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
The alarms for internal faults are functioning.	<input type="checkbox"/>	<input type="checkbox"/>	
Repeaters in order & synchronized with main unit.	<input type="checkbox"/>	<input type="checkbox"/>	
Correction log book is available.	<input type="checkbox"/>	<input type="checkbox"/>	
Compare readings with magnetic compass.	<input type="checkbox"/>	<input type="checkbox"/>	
Procedures for periodical testing / maintenance of GC.	<input type="checkbox"/>	<input type="checkbox"/>	
Records are available and verified by Master.	<input type="checkbox"/>	<input type="checkbox"/>	



2.4.1.3. *Magnetic Compass (MC)*

Check with respect to:	Yes	No	Remarks
<i>The most common defects are air bubbles in the MC and overdue calibration.</i>			
Magnetic compass is type approved by Flag Administration.	<input type="checkbox"/>	<input type="checkbox"/>	
In good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Without air bubbles & liquid level satisfactory.	<input type="checkbox"/>	<input type="checkbox"/>	
Deviation table is available with last calibration date.	<input type="checkbox"/>	<input type="checkbox"/>	
Records of magnetic deviation correspond to real condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Readable by helmsman from steering position.	<input type="checkbox"/>	<input type="checkbox"/>	
Internal illumination is supplied from the emergency electric power.	<input type="checkbox"/>	<input type="checkbox"/>	
Correction logbook available and records in order.	<input type="checkbox"/>	<input type="checkbox"/>	
Procedures for periodical testing / maintenance of MC.	<input type="checkbox"/>	<input type="checkbox"/>	
Records are available and verified by Master.	<input type="checkbox"/>	<input type="checkbox"/>	

2.4.1.4. *Voyage Data Recorder (VDR)*

Check with respect to:	Yes	No	Remarks
<i>The most common ground for detention is inoperative VDR / S-VDR.</i>			
VDR / S-VDR available as per requirements.	<input type="checkbox"/>	<input type="checkbox"/>	
Type approved by Flag Administration.	<input type="checkbox"/>	<input type="checkbox"/>	
Valid Certificate of Compliance (annual testing) of the VDR / S-VDR.	<input type="checkbox"/>	<input type="checkbox"/>	
Test reports readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
VDR & all associated equipment (e.g. microphones) in good condition. No "FAULT" signal on VDR.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer is assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Procedures for activating are in place.	<input type="checkbox"/>	<input type="checkbox"/>	

2.4.1.5. *Electronic Charts (ECDIS) – if used for navigation purposes (i.e. not for training)*

Check with respect to:	Yes	No	Remarks
<i>Deficiencies are mostly related to outdated electronic charts.</i>			
ECDIS is in good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Official electronic charts correspond to intended voyage.	<input type="checkbox"/>	<input type="checkbox"/>	
Electronic charts updated for the intended voyage.	<input type="checkbox"/>	<input type="checkbox"/>	
Passage Plan from berth to berth for current voyage available and undersigned by all navigating officers and approved by Master.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Bridge officers are familiarized.	<input type="checkbox"/>	<input type="checkbox"/>	
Back up arrangements available either as provision of paper charts or an independent powered ECDIS.	<input type="checkbox"/>	<input type="checkbox"/>	
The personnel (bridge officers) working with ECDIS are duly trained and certified (generic and specific as per STCW).	<input type="checkbox"/>	<input type="checkbox"/>	

2.4.1.6. *Automatic Identification System (AIS)*

Check with respect to:	Yes	No	Remarks
<i>Findings are mostly related to poor transmission or reception performance.</i>			
AIS in good condition (inoperative AIS may cause detention).	<input type="checkbox"/>	<input type="checkbox"/>	
Recorded in Cargo Ship Safety Equipment Certificate, Record of Equipment.	<input type="checkbox"/>	<input type="checkbox"/>	
Type approved by Flag Administration.	<input type="checkbox"/>	<input type="checkbox"/>	
Annual testing as per Flag Administration's requirements and records available.	<input type="checkbox"/>	<input type="checkbox"/>	
Periodically tested as per PMS.	<input type="checkbox"/>	<input type="checkbox"/>	

2.4.1.7. *Long Range Identification and Tracking (LRIT)*

Check with respect to:	Yes	No	Remarks
Valid Conformance Test (original) onboard.	<input type="checkbox"/>	<input type="checkbox"/>	A conformance test report to be re-issued, if ship changes flag.
Recorded in Cargo Ship Safety Equipment Certificate, Record of Equipment.	<input type="checkbox"/>	<input type="checkbox"/>	
The Master or responsible officers are familiar with essential operational procedures relating to LRIT.	<input type="checkbox"/>	<input type="checkbox"/>	



3. ACCOMMODATION

3.1. ACCOMMODATION AND LIVING CONDITIONS

Check with respect to:	Yes	No	Remarks
Sanitary facilities in crew accommodation are clean and in proper condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Sick bay and medical locker complete and in condition as required.	<input type="checkbox"/>	<input type="checkbox"/>	Check Flag Administration requirements for medical locker contents
Medical guide / medicine chest / medical equipment onboard and updated.	<input type="checkbox"/>	<input type="checkbox"/>	
Hospital (arrangement, cleanliness, equipment, emergency button, log book, hot & cold water supply both in bath tap and in shower).	<input type="checkbox"/>	<input type="checkbox"/>	
Galley and provision rooms clean and without possible signs of vermin.	<input type="checkbox"/>	<input type="checkbox"/>	
Quality and quantity of food and drinking water sufficient for the intended voyage.	<input type="checkbox"/>	<input type="checkbox"/>	
Galley ventilation grease trap clean.	<input type="checkbox"/>	<input type="checkbox"/>	
All garbage collected, separated and disposed of in accordance with vessel's Garbage Management Plan.	<input type="checkbox"/>	<input type="checkbox"/>	
Drums are the proper type and the stowage is according to Garbage Management Plan.	<input type="checkbox"/>	<input type="checkbox"/>	
Accommodation ladder including hoisting arrangements and safety net in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Ventilation, air conditioning and/or heating working satisfactorily.	<input type="checkbox"/>	<input type="checkbox"/>	
Accommodations are hygienic and functioning.	<input type="checkbox"/>	<input type="checkbox"/>	

3.2. FIRE-FIGHTING EQUIPMENT (FFE) (Safety Officer is assigned for inspection of all FFE)

3.2.1. Fire Control Plan

Check with respect to:	Yes	No	Remarks
Up-to-date Fire Control Plan, ship-specific and permanently displayed.	<input type="checkbox"/>	<input type="checkbox"/>	
Availability of plan stowed in weather-tight container outside accommodation.	<input type="checkbox"/>	<input type="checkbox"/>	
Plan filed in language required by Administration: working language with translation in English or French if different.	<input type="checkbox"/>	<input type="checkbox"/>	
Use of proper IMO symbols.	<input type="checkbox"/>	<input type="checkbox"/>	IMO Res. A.952(23)



3.2.2. Fire Doors

Check with respect to:	Yes	No	Remarks
<i>The most common detainable items are:</i>			
a) malfunctioning Fire Doors;			
b) damaged Fire Doors; and			
c) defective closing devices.			
Activation Panel / Mechanism.	<input type="checkbox"/>	<input type="checkbox"/>	
Free from hold-back arrangements.	<input type="checkbox"/>	<input type="checkbox"/>	
Free from obstructions.	<input type="checkbox"/>	<input type="checkbox"/>	
Closing and securing mechanism working properly.	<input type="checkbox"/>	<input type="checkbox"/>	
General good condition of structural parts (frames and doors).	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer is assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Records of inspection and maintenance available.	<input type="checkbox"/>	<input type="checkbox"/>	

3.2.3. Fire Detection System

Check with respect to:	Yes	No	Remarks
<i>The most common detainable items are:</i>			
a) panel in faulty condition;			
b) disconnected loops and detectors; and			
c) back-up battery / power supply failure under black-out condition.			
Check of 2 minutes delay (general alarm) Normal & Emergency Condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Spare heads available onboard.	<input type="checkbox"/>	<input type="checkbox"/>	
Special equipment for tests.	<input type="checkbox"/>	<input type="checkbox"/>	
Main control panel / unit in good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew familiar with and able to operate the system.	<input type="checkbox"/>	<input type="checkbox"/>	
Local sensors fitted at required positions.	<input type="checkbox"/>	<input type="checkbox"/>	
All sensors are clean, unobstructed and in good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Operating procedures are available in the working language of the crew.	<input type="checkbox"/>	<input type="checkbox"/>	
Overriding procedures are defined and there are NO unauthorized overriding or cancelling of alarms.	<input type="checkbox"/>	<input type="checkbox"/>	

3.2.4. International Shore Connection

Check with respect to:	Yes	No	Remarks
Spare connection in Fire Control Room.	<input type="checkbox"/>	<input type="checkbox"/>	
One gasket packing available	<input type="checkbox"/>	<input type="checkbox"/>	
4 bolts (16mm diameter, 50mm in length) and 8 washers available	<input type="checkbox"/>	<input type="checkbox"/>	



3.2.5. Portable Fire Extinguishers

Check with respect to:	Yes	No	Remarks
<i>Recorded deficiencies include improper maintenance and missing service reports.</i>			
Number & place in accordance with Fire Control Plan, easy to access, free from obstructions and ready for use.	<input type="checkbox"/>	<input type="checkbox"/>	
Extinguishers in good condition, without corrosion and with sufficient pressure level.	<input type="checkbox"/>	<input type="checkbox"/>	
All markings and labels are visible and readable.	<input type="checkbox"/>	<input type="checkbox"/>	
Spare charges / cartridges & relevant instructions for onboard recharging.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew trained to operate and familiar with their location.	<input type="checkbox"/>	<input type="checkbox"/>	
Periodical inspections as per IMO & Flag requirements by authorized service technician. Records of periodical inspections are available.	<input type="checkbox"/>	<input type="checkbox"/>	

3.2.6. Means of Escape

Check with respect to:	Yes	No	Remarks
Escape routes to be free from obstructions.	<input type="checkbox"/>	<input type="checkbox"/>	
Escape routes adequately lighted by emergency source of power.	<input type="checkbox"/>	<input type="checkbox"/>	
Escape routes to be clearly identified and marked with fluorescent IMO symbol.	<input type="checkbox"/>	<input type="checkbox"/>	
Steps and handrails to be in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Stairways and corridors used as means of escape shall be not less than 700 mm in clear width (*) and shall have a handrail on one side. Stairways and corridors with a clear width >1,800 mm shall have handrails on both sides. (*)"Clear width" is considered the distance between the handrail and the bulkhead on the other side or between the handrails.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency Escape Route of E/R to be equipped with rope, safety harness and pulley for lifting an incapacitated person.	<input type="checkbox"/>	<input type="checkbox"/>	

3.2.7. Additional Requirements for Passenger Vessels

Check with respect to:	Yes	No	Remarks
Three-hour Lighting System Operational Test	<input type="checkbox"/>	<input type="checkbox"/>	
Fresh Water Flexible Piping System 30 cm above ground, covers	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
People with special needs: a. Embarkation b. Securing Lashes c. Positions d. Video e. Marking in cabins, Lights, Call Device f. Elevators g. Certificate of Test h. Poster for not using in case of Emergency	<input type="checkbox"/>	<input type="checkbox"/>	1 year

3.3. ISPS CODE

Check with respect to:	Yes	No	Remarks
<i>Most common ground for detention is lack of access control.</i>			
No unaccompanied visitors to enter in vessel's accommodation.	<input type="checkbox"/>	<input type="checkbox"/>	
Arrangements for securing and controlling restricted areas in place as per SSP.	<input type="checkbox"/>	<input type="checkbox"/>	
Restricted areas clearly identified and marked as per SSP.	<input type="checkbox"/>	<input type="checkbox"/>	



4. DECK

4.1. OPERATIONAL – PROCEDURAL – DOCUMENTATION CONTROLS

4.1.1. MARPOL

4.1.1.1. MARPOL Annex I – Oil Pollution

Check with respect to:	Yes	No	Remarks
SOPEP / SMPEP <i>The most common deficiencies are out-dated list of port contacts and missing approval.</i>			
SOPEP Inventory is according to SOPEP Manual.	<input type="checkbox"/>	<input type="checkbox"/>	

4.1.1.2. MARPOL Annex V – Garbage Pollution

Check with respect to:	Yes	No	Remarks
<i>Incorrect entries in the GRB are the most common deficiencies.</i>			
Drums are of the proper type and capacity, and their stowage is according to Garbage Management Plan.	<input type="checkbox"/>	<input type="checkbox"/>	

4.1.2. ISPS CODE

Check with respect to:	Yes	No	Remarks
<i>Most common ground for detention is lack of access control.</i>			
Gangway / pilot ladder access control procedures are properly implemented as per SSP.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew in charge of access control is familiar with their duties.	<input type="checkbox"/>	<input type="checkbox"/>	
Arrangements for securing and controlling restricted areas are in place as per SSP.	<input type="checkbox"/>	<input type="checkbox"/>	
Restricted areas clearly identified and marked as per SSP.	<input type="checkbox"/>	<input type="checkbox"/>	
All security equipment well maintained and tested according to SSP.	<input type="checkbox"/>	<input type="checkbox"/>	

4.1.3. Operational Controls (carried out during the inspection)

Check with respect to:	Yes	No	Remarks
Fire drill (high risk locations include main and ancillary engine machinery, galley spaces)	<input type="checkbox"/>	<input type="checkbox"/>	
Abandon drill	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency steering drill	<input type="checkbox"/>	<input type="checkbox"/>	
Operational test of main engine	<input type="checkbox"/>	<input type="checkbox"/>	
Operational test of diesel generators	<input type="checkbox"/>	<input type="checkbox"/>	
Damage control drill	<input type="checkbox"/>	<input type="checkbox"/>	
SOPEP/SMPEP drills	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Man Overboard Drill (incl. recovery of persons from the water)	<input type="checkbox"/>	<input type="checkbox"/>	
Safe return to port	<input type="checkbox"/>	<input type="checkbox"/>	For Passenger ships
Watertight doors drill	<input type="checkbox"/>	<input type="checkbox"/>	

4.2. FIRE-FIGHTING EQUIPMENT (FFE)

4.2.1. Fire Extinguishing System / Fire Main

Check with respect to:	Yes	No	Remarks
<i>The most common detainable items are:</i>			
a) malfunctioning;			
b) blocked nozzles; and			
c) missing servicing information.			
Caps with chains for all fire valves.	<input type="checkbox"/>	<input type="checkbox"/>	
Fire hoses connected to fire hydrant in accommodation areas (under pressure).	<input type="checkbox"/>	<input type="checkbox"/>	For Passenger vessels only.
The fire main pipe system is intact and properly maintained, free from leakage or temporary repairs (i.e. patches, clamps, cement boxes etc.).	<input type="checkbox"/>	<input type="checkbox"/>	
Fire hydrants and valves are in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Fire main isolating valves operable & identified. Isolation valves on main deck line at each 40m.	<input type="checkbox"/>	<input type="checkbox"/>	For Oil Tankers only.
Fire hose boxes contain all required equipment (fire hose of adequate length as per Fire Control Plan, nozzle and spanner).	<input type="checkbox"/>	<input type="checkbox"/>	
Fire hose boxes are located as per Fire Control Plan and marked with IMO symbols.	<input type="checkbox"/>	<input type="checkbox"/>	
Hoses are free from leaks.	<input type="checkbox"/>	<input type="checkbox"/>	
Accessibility: no obstruction – ready for use.	<input type="checkbox"/>	<input type="checkbox"/>	
Records for testing and maintenance are available.	<input type="checkbox"/>	<input type="checkbox"/>	

4.2.2. International Shore Connection

Check with respect to:	Yes	No	Remarks
Availability onboard.	<input type="checkbox"/>	<input type="checkbox"/>	
Location clearly marked and in accordance with Fire Control Plan.	<input type="checkbox"/>	<input type="checkbox"/>	

4.2.3. Portable Fire Extinguishers

Check with respect to:	Yes	No	Remarks
<i>Recorded deficiencies include improper maintenance and missing service reports.</i>			
Number & place in accordance with Fire Control Plan, easy to access, free from obstructions and ready for use.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Extinguishers are in good condition, without corrosion and with sufficient pressure level.	<input type="checkbox"/>	<input type="checkbox"/>	
All markings and labels are visible and readable.	<input type="checkbox"/>	<input type="checkbox"/>	
Spare charges / cartridges and relevant instructions for onboard recharging.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew is trained to operate and familiar with their location.	<input type="checkbox"/>	<input type="checkbox"/>	
Onboard periodical inspections carried out within due dates.	<input type="checkbox"/>	<input type="checkbox"/>	
Periodical inspections, as per IMO and Flag State requirements, carried out by authorized service technician. Records of periodical inspections are available.	<input type="checkbox"/>	<input type="checkbox"/>	

4.2.4. Emergency Fire Pump

Check with respect to:	Yes	No	Remarks
<i>The most common detainable items are:</i>			
<i>a) malfunctioning;</i>			
<i>b) insufficient pressure; and</i>			
<i>c) corrosion of the pump.</i>			
Pump in good condition, tested and ready for use.	<input type="checkbox"/>	<input type="checkbox"/>	
Pump free from leakage (seawater, hydraulic oil, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	
Delivery water pressure (outlet) is sufficient to operate 2 fire hoses simultaneously at a distance of at least 12m.	<input type="checkbox"/>	<input type="checkbox"/>	
Start / Stop from local and / or remote position marked.	<input type="checkbox"/>	<input type="checkbox"/>	
Operating instructions in the working language of the crew are posted at appropriate locations.	<input type="checkbox"/>	<input type="checkbox"/>	
Records showing instructions, drills and training of responsible personnel are readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Priming system for low water column head on suction line.	<input type="checkbox"/>	<input type="checkbox"/>	
Pressure gauges fitted on both suction and delivery pipe in working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer is assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Maintained as per manufacturer's recommendations with records available.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Electrically powered pumps: 1) Able to be run from the emergency supply 2) Connection to emergency switchboard: Breaker in order and properly labelled.	<input type="checkbox"/>	<input type="checkbox"/>	
Fuel-driven fire pumps: 1) Level gauge – quick closing valve/remote closing device – fuel distribution – flexible hoses 2) Fuel availability: 3 hours autonomy plus additional fuel for 15 hours 3) Starting system: a) by compressed air: bottles and recharging system and distribution line (check if air dryer is fitted) b) by battery: records of battery check and battery charger 4) Exhaust gas pipe tight and properly insulated: no gas leakage, no hot spots.	<input type="checkbox"/>	<input type="checkbox"/>	
Fire main relief valves are checked, if fitted.	<input type="checkbox"/>	<input type="checkbox"/>	

4.2.5. Control Means (skylight, quick-closing valves, pumps and machinery)

Check with respect to:	Yes	No	Remarks
<i>The most common detainable item is malfunction of quick closing valves for fuel system.</i>			
Local and remote closing mechanisms are well maintained and in good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Location of remote controls to be in accordance with Fire Control & Safety Plan. Crew should be familiar with it.	<input type="checkbox"/>	<input type="checkbox"/>	
Operating instructions including valve legends should be posted nearby and crew to be familiar with them.	<input type="checkbox"/>	<input type="checkbox"/>	
For manually operated systems, means must be provided for stopping fuel oil unit and transfer pumps.	<input type="checkbox"/>	<input type="checkbox"/>	
Locking and hold-back (as applicable) arrangements are in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer is assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Periodically inspected and maintained as per planned maintenance system and ready for use.	<input type="checkbox"/>	<input type="checkbox"/>	
Call points - visual and audible fire signal at the control panel on the Bridge or control station.	<input type="checkbox"/>	<input type="checkbox"/>	
Engine Room Fans (emergency shutdown).	<input type="checkbox"/>	<input type="checkbox"/>	Engine Room



Check with respect to:	Yes	No	Remarks
<ul style="list-style-type: none"> - Fuel shuts down and emergency quick-closing valves function correctly - For pneumatic (air) quick-closing valves, check pressure gauges and verify that system is fully charged - For wire type quick-closing valves, wires must have regular inspection/ test records - For hydraulic valves, records of regular oil level check and leak testing to be available. 	<input type="checkbox"/>	<input type="checkbox"/>	

4.2.6. Fire Dampers

Check with respect to:	Yes	No	Remarks
<i>The most common detainable item is malfunctioned or corroded dampers.</i>			
Ventilation flaps and dampers moving freely with all parts in place.	<input type="checkbox"/>	<input type="checkbox"/>	
Casing of damper in order and tight: No holes / wastage & proper connection to deck.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew familiar with operation of fire dampers.	<input type="checkbox"/>	<input type="checkbox"/>	
Dampers / ducts preferably marked, indicating clearly which space the damper serves.	<input type="checkbox"/>	<input type="checkbox"/>	
Fire dampers to be properly marked with fluorescent IMO symbol as per vessel's Fire Control & Safety Plan.	<input type="checkbox"/>	<input type="checkbox"/>	
Operating handles and stoppers in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer is assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Periodic maintenance and required tests of local and remote operation carried out.	<input type="checkbox"/>	<input type="checkbox"/>	
Open / Close positions are properly marked.	<input type="checkbox"/>	<input type="checkbox"/>	
Locking pins can be easily removed.	<input type="checkbox"/>	<input type="checkbox"/>	
Machinery flaps and ventilators close correctly.	<input type="checkbox"/>	<input type="checkbox"/>	
Skylights close from local and remote positions.	<input type="checkbox"/>	<input type="checkbox"/>	
Ventilator flame screens are in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	

4.2.7. Fire Extinguishing System (Gas)

Check with respect to:	Yes	No	Remarks
<i>Recorded deficiencies are related mostly to hydro testing of cylinders and flexible hoses.</i>			
Annual Inspection by competent technician.	<input type="checkbox"/>	<input type="checkbox"/>	
All flexible hoses are properly attached – No superficial cracks and sharp bents.	<input type="checkbox"/>	<input type="checkbox"/>	
All flexible hoses to be less than 10 years old.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
System is ready for use. Control valves marked.	<input type="checkbox"/>	<input type="checkbox"/>	
Cylinders content & hydro tested according to IMO & Flag Administration's requirements.	<input type="checkbox"/>	<input type="checkbox"/>	
Records and certificates of inspection available.	<input type="checkbox"/>	<input type="checkbox"/>	
Instructions next to release system.	<input type="checkbox"/>	<input type="checkbox"/>	
Marking of all controls and actuators.	<input type="checkbox"/>	<input type="checkbox"/>	
Test of ALARM sound & indicators in protected area.	<input type="checkbox"/>	<input type="checkbox"/>	
Key in protected box.	<input type="checkbox"/>	<input type="checkbox"/>	
Two handles to operate the system: First to activate the system, second to send gas to protected area.	<input type="checkbox"/>	<input type="checkbox"/>	
Mechanical ventilation of CO ₂ Room in good condition (if fitted).	<input type="checkbox"/>	<input type="checkbox"/>	
When CO ₂ system in stand-by mode (i.e. normal operation – NOT SERVICE MODE), check maker's manual in order to see if safety pins are necessary to be inserted or removed from the bottles valves.	<input type="checkbox"/>	<input type="checkbox"/>	

4.2.8. Drencher System

Check with respect to:	Yes	No	Remarks
Marking of Drencher Zones.	<input type="checkbox"/>	<input type="checkbox"/>	
Operational test with two zones each time.	<input type="checkbox"/>	<input type="checkbox"/>	
Drencher Control Valve Test.	<input type="checkbox"/>	<input type="checkbox"/>	Every 5 years

4.2.9. Low-expansion Foam System

Check with respect to:	Yes	No	Remarks
Container of foam in order and fitted with means to check the amount of foam stored inside.	<input type="checkbox"/>	<input type="checkbox"/>	
The correct quantity of foam to be stored inside the tank.	<input type="checkbox"/>	<input type="checkbox"/>	
Foam liquid mixer adjusted for the proper mixture percentage (3% or 6%).	<input type="checkbox"/>	<input type="checkbox"/>	

4.2.10. High-expansion Foam System

Check with respect to:	Yes	No	Remarks
Foam generator in order and properly connected to sea water and foam lines.	<input type="checkbox"/>	<input type="checkbox"/>	
Dampers on discharge duct in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Remote control panel and switchboard in order and properly labeled.	<input type="checkbox"/>	<input type="checkbox"/>	



4.2.11. Sprinkler System (Hyper-Mist)

Check with respect to:	Yes	No	Remarks
Operational Test - Normal + Emergency Condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Spare heads.	<input type="checkbox"/>	<input type="checkbox"/>	
Section valves and alarms are tested.	<input type="checkbox"/>	<input type="checkbox"/>	
Pressure gauges function correctly.	<input type="checkbox"/>	<input type="checkbox"/>	
Pipe work is checked and in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
The test of Sprinkler System triggers an automatic visual and audible alarm for the section.	<input type="checkbox"/>	<input type="checkbox"/>	
Pumps are tested.	<input type="checkbox"/>	<input type="checkbox"/>	
Switch in "Auto" mode during normal operation.	<input type="checkbox"/>	<input type="checkbox"/>	
Operating & testing instructions to be posted nearby the operation panel.	<input type="checkbox"/>	<input type="checkbox"/>	

4.3. LIFE-SAVING APPLIANCES (LSA)

4.3.1. Lifeboats (see also Annex I, "Lifeboat/Rescue-boat Equipment")

Check with respect to:	Yes	No	Remarks
<i>Inoperative lifeboat engine & improper re-setting of the on-load release gear (where fitted) are the most common grounds for detention.</i>			
All lifeboats fully operational and ready to be launched.	<input type="checkbox"/>	<input type="checkbox"/>	
Lifeboat hull is in good condition, free from cracks, holes, or corrosion damage.	<input type="checkbox"/>	<input type="checkbox"/>	
Lifeboat is stowed in the correct position.	<input type="checkbox"/>	<input type="checkbox"/>	
Engine in good operational condition with sufficient fuel for at least 24hrs continuous operation, and no fuel / lube oil leaks.	<input type="checkbox"/>	<input type="checkbox"/>	
Starting batteries are fully charged.	<input type="checkbox"/>	<input type="checkbox"/>	
All required equipment in lifeboats in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
The bilge is clean from oil and bilge pumps in good condition (suitable suction & delivery pipe provided).	<input type="checkbox"/>	<input type="checkbox"/>	
Bottom plugs (non-return valves) in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
All posted signs and instructions in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Vessel's name and port of registry to be marked on lifeboat hull.	<input type="checkbox"/>	<input type="checkbox"/>	
Lifeboat dimensions, weight and max. number of persons to be marked on lifeboat hull.	<input type="checkbox"/>	<input type="checkbox"/>	
Rudder and steering gear tested & in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Propeller and shafting gear with clutch.	<input type="checkbox"/>	<input type="checkbox"/>	
Painter attached correctly and painter release operational.	<input type="checkbox"/>	<input type="checkbox"/>	
Outside handrails are in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Side grab lines are in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Compressed air system in good condition and tested.	<input type="checkbox"/>	<input type="checkbox"/>	
Each set of safety belts for a seat to be of a colour which contrasts with the belts for seats immediately adjacent.	<input type="checkbox"/>	<input type="checkbox"/>	
Water spray system in good condition (tankers only).	<input type="checkbox"/>	<input type="checkbox"/>	
Annual inspection of lifeboats carried out by authorized service technicians.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer is assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Lifeboats maintained as per planned maintenance system and manufacturer's recommendations.	<input type="checkbox"/>	<input type="checkbox"/>	
Maintenance records are readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Retroreflective tape in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
No excessive corrosion on tie-bands (also in the lower part).	<input type="checkbox"/>	<input type="checkbox"/>	
Hooks or suspension eyes in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Dynamic Test (1.1 times the weight of the lifeboat) has been carried out.	<input type="checkbox"/>	<input type="checkbox"/>	
SWL and date of wire renewal marked on davits.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency lighting to be available at both stowage and launching positions	<input type="checkbox"/>	<input type="checkbox"/>	
Thermal protective aids.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency tiller operation instructions to be posted inside lifeboat.	<input type="checkbox"/>	<input type="checkbox"/>	
Embarkation ladders in good condition, properly stowed & fixed on deck. Protective canvas also in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	



4.3.2. On-load Release Gear

Check with respect to:	Yes	No	Remarks
<i>The most common detainable items are:</i>			
a) <i>significant corrosion on the hooks;</i>			
b) <i>damaged release cable; and</i>			
c) <i>improper re-setting after use.</i>			
On-load release gear (if fitted) in good working condition, tested and release controls clearly marked.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer is assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Operation of on-load release gear to be adequately protected against unintentional or accidental release.	<input type="checkbox"/>	<input type="checkbox"/>	
Visual indications of hydrostatic membrane on internal release handle in correct position.	<input type="checkbox"/>	<input type="checkbox"/>	
Internal release handle should move freely without using heavy force.	<input type="checkbox"/>	<input type="checkbox"/>	
Safety pin (if fitted) in place and in good condition to prevent accidental release.	<input type="checkbox"/>	<input type="checkbox"/>	
Safety glass intact on manual override lever for hydrostatic release (if applicable).	<input type="checkbox"/>	<input type="checkbox"/>	
Release cables in good condition and not submerged in water in the bilge keel of the lifeboat.	<input type="checkbox"/>	<input type="checkbox"/>	
No significant corrosion on the hooks.	<input type="checkbox"/>	<input type="checkbox"/>	
Maker's maintenance guide & recommendations are available and implemented.	<input type="checkbox"/>	<input type="checkbox"/>	
Annual inspection is carried out as per Flag Administration's requirements.	<input type="checkbox"/>	<input type="checkbox"/>	
5 yearly thorough examination and overload testing carried out. Check Certificate.	<input type="checkbox"/>	<input type="checkbox"/>	
The release control is clearly marked in a color that contrasts with its surroundings.	<input type="checkbox"/>	<input type="checkbox"/>	
Clear operating instructions posted and assigned to crew familiar with the operation.	<input type="checkbox"/>	<input type="checkbox"/>	

4.3.3. Off-load Release Gear

Check with respect to:	Yes	No	Remarks
<i>The most common detainable items are:</i>			
a) <i>hooks are not moving; and</i>			
b) <i>remote release system is not working.</i>			
Off-load release gear (if fitted) in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Safety pin in place (if fitted).	<input type="checkbox"/>	<input type="checkbox"/>	
No significant corrosion of the hooks.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Hooks well-greased and swing freely when opened.	<input type="checkbox"/>	<input type="checkbox"/>	
Remote release system is working (if fitted).	<input type="checkbox"/>	<input type="checkbox"/>	

4.3.4. Inflatable and Rigid Liferafts

Check with respect to:	Yes	No	Remarks
<i>The most common detainable items are:</i>			
<i>a) overdue service of life raft; and</i>			
<i>b) hydrostatic unit (overdue date).</i>			
Life raft cradles in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Container shells free from cracks and damage (for inflatable liferafts).	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency Lighting available at Stowage Position & Launching Position.	<input type="checkbox"/>	<input type="checkbox"/>	
Embarkation Ladders in good condition and properly fixed on deck. Protective canvas also in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew is familiar with their use and operation.	<input type="checkbox"/>	<input type="checkbox"/>	
If not possible to carry out servicing within due date, have extension authorization.	<input type="checkbox"/>	<input type="checkbox"/>	
Hoisting arrangement (if fitted) is maintained and operational. Painter line correctly attached with a hydrostatic release unit. Weak link correctly attached. Hydrostatic release units within expiry date.	<input type="checkbox"/>	<input type="checkbox"/>	
All posted instructions in good condition. Rafts annually inspected at approved servicing facility.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer is assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Certificate of inspections and maintenance records are readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Periodically inspected and maintained as per planned maintenance system & maker's recommendation	<input type="checkbox"/>	<input type="checkbox"/>	
Liferaft container to be marked with vessel's name, registry port & max. number of persons.	<input type="checkbox"/>	<input type="checkbox"/>	
Retro-reflective material to be fitted.	<input type="checkbox"/>	<input type="checkbox"/>	
For vessels with length > 100m: A 6-persons liferaft to be fitted at forecastle, with embarkation ladder nearby. ATTENTION: this liferaft may not have a hydrostatic release unit, since it is of the manually thrown type.	<input type="checkbox"/>	<input type="checkbox"/>	
All launching instructions under emergency lights.	<input type="checkbox"/>	<input type="checkbox"/>	



4.3.5. Launching Arrangements for Survival Craft

Check with respect to:	Yes	No	Remarks
<i>Davits are in good condition without structural corrosion or damage.</i>			
Checked for excessive corrosion under foundations.	<input type="checkbox"/>	<input type="checkbox"/>	
Guide rollers, sheaves and blocks are in good condition, greased and moving freely.	<input type="checkbox"/>	<input type="checkbox"/>	
Winch brake in good condition, operating satisfactorily in "free-fall" mode and the manual brake automatically re-applying upon release.	<input type="checkbox"/>	<input type="checkbox"/>	
Falls are properly maintained and replaced at least every 5 years. Moreover, to be properly wound on the winch drum.	<input type="checkbox"/>	<input type="checkbox"/>	
Lashing and securing arrangements are in good condition and correctly installed.	<input type="checkbox"/>	<input type="checkbox"/>	
Bowsing gear and tracing gear in good condition (as applicable).	<input type="checkbox"/>	<input type="checkbox"/>	
Self-lowering arrangement (if fitted) in good working condition. Tested during lowering.	<input type="checkbox"/>	<input type="checkbox"/>	
Launching arrangements including winches and brakes are maintained and inspected / tested.	<input type="checkbox"/>	<input type="checkbox"/>	
Limit switches are in good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Annual inspection by competent person as required by Flag Administration.	<input type="checkbox"/>	<input type="checkbox"/>	
5 yearly overload test and maintenance conducted as required, with related certificates readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Every 3 months all lifeboats (free-fall lifeboat every 6 months) have been waterborne and tested satisfactory.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew familiar with lowering procedures. Drills carried out as required. Records of drills readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Lifeboat embarkation arrangements / platforms in good condition and ready for use. Boarding gates in the railing open freely (if applicable).	<input type="checkbox"/>	<input type="checkbox"/>	
Launching procedures posted at the station and under emergency lights.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Records of inspection and maintenance available.	<input type="checkbox"/>	<input type="checkbox"/>	

4.3.6. Lifebuoys

Check with respect to:	Yes	No	Remarks
<i>The most common defects are expired smoke signals and burnt lights.</i>			



Check with respect to:	Yes	No	Remarks
Lifebuys are inspected and in good condition, free from cracks or damage.	<input type="checkbox"/>	<input type="checkbox"/>	
Correct amount of lifebuys and placement as per approved Fire Control & Safety Plan.	<input type="checkbox"/>	<input type="checkbox"/>	
Markings appropriate and clearly visible (ship name, port of registry and with retro-reflective tapes).	<input type="checkbox"/>	<input type="checkbox"/>	
Bridge wings lifebuys (man-over-board) with smoke / light signal within expiry date. Moreover, the weight of MOB lifebuys must be at least 4 kg.	<input type="checkbox"/>	<input type="checkbox"/>	
Ready for immediate use.	<input type="checkbox"/>	<input type="checkbox"/>	
Lights tested periodically and batteries replaced (within expiry date).	<input type="checkbox"/>	<input type="checkbox"/>	
Heaving lines in good condition, not entangled or tied up.	<input type="checkbox"/>	<input type="checkbox"/>	
Holding brackets for lifebuys and light/smoke signals in good condition. Records of inspections and maintenance readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	

4.3.7. Lifejackets

Check with respect to:	Yes	No	Remarks
<i>The most common defect is expired lights batteries.</i>			
A lifejacket for every person onboard plus additional lifejackets for persons on watch. Location at survival craft stations.	<input type="checkbox"/>	<input type="checkbox"/>	
Lifejackets for Children, Infants and Oversized.	<input type="checkbox"/>	<input type="checkbox"/>	
Stowed correctly as per Fire Control & Safety Plan and easily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew is familiar with the location and use.	<input type="checkbox"/>	<input type="checkbox"/>	
SOLAS approved type.	<input type="checkbox"/>	<input type="checkbox"/>	
Whistle and light in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Batteries are within expiry date.	<input type="checkbox"/>	<input type="checkbox"/>	
Retro-reflective tapes in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Vessel's name to be noted.	<input type="checkbox"/>	<input type="checkbox"/>	
All posted instructions in good readable condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Periodically inspected as per planned maintenance system.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer assigned for maintenance.	<input type="checkbox"/>	<input type="checkbox"/>	
Records of drills and maintenance are available.	<input type="checkbox"/>	<input type="checkbox"/>	



4.3.8. Immersion Suits

Check with respect to:	Yes	No	Remarks
<i>The most common defect is that the number of immersion suits does not meet the requirements.</i>			
Quantity and sizes available as per requirements and SOLAS approved type.	<input type="checkbox"/>	<input type="checkbox"/>	
Stowed correctly and easily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew is familiar with location and use of equipment.	<input type="checkbox"/>	<input type="checkbox"/>	
Whistle and light are in good condition. Batteries within expiry date. Reflective tapes in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Watertight zippers are in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
All posted instructions are in good condition and easily readable.	<input type="checkbox"/>	<input type="checkbox"/>	
Periodically inspected as per planned maintenance system.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer assigned for maintenance.	<input type="checkbox"/>	<input type="checkbox"/>	
Records of drills and maintenance are available.	<input type="checkbox"/>	<input type="checkbox"/>	
Pressure test: a) If up to 10 years age b) If more than 10 years age Flag requirements should also be checked.	<input type="checkbox"/>	<input type="checkbox"/>	a) Every 3 years b) Every year

4.3.9. Rescue Boat (see also Annex I, "Lifeboat/Rescue-boat Equipment")

Check with respect to:	Yes	No	Remarks
Rigid or Inflated construction, 3.8m < length < 8.5m, capable of carrying at least five seated persons and a person lying on a stretcher.	<input type="checkbox"/>	<input type="checkbox"/>	
Provided with sufficient fuel, capable of maneuvering at 6 knots for a period of at least 4 hours.	<input type="checkbox"/>	<input type="checkbox"/>	
Fitted with an inboard engine or outboard motor.	<input type="checkbox"/>	<input type="checkbox"/>	
All equipment secured as not to interfere with any launching or recovery procedures.	<input type="checkbox"/>	<input type="checkbox"/>	
Operational tests have been carried out successfully.	<input type="checkbox"/>	<input type="checkbox"/>	
Launching and / or maneuvering.	<input type="checkbox"/>	<input type="checkbox"/>	



4.3.10. Operational Readiness of LSA, Onboard Training and Instructions

Check with respect to:	Yes	No	Remarks
<i>The most common ground for detention is that crew is not familiar with their emergency duties.</i>			
Muster list and emergency plans in place.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency duties assigned for crew.	<input type="checkbox"/>	<input type="checkbox"/>	
Muster list updated with the latest crew changes.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency plan specifies the emergency alarms signals.	<input type="checkbox"/>	<input type="checkbox"/>	
Posted instructions at various locations in good readable condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency escape routes are unobstructed and marked with recommended IMO symbols.	<input type="checkbox"/>	<input type="checkbox"/>	
Safety Instructions in cabins.	<input type="checkbox"/>	<input type="checkbox"/>	
"You are here" posters.	<input type="checkbox"/>	<input type="checkbox"/>	For Passenger vessels

4.4. MEANS OF EMBARKATION

Check with respect to:	Yes	No	Remarks
Pilot & embarkation ladders and other embarkation arrangements (accommodation & combination ladders) in good condition (SWL - safe working load / max. persons simultaneously on / max. working angle).	<input type="checkbox"/>	<input type="checkbox"/>	

4.5. PERSONAL PROTECTIVE EQUIPMENT (PPE) (see also Annex II, "Firefighting Outfit")

Check with respect to:	Yes	No	Remarks
<i>Recorded deficiencies include unacceptable condition of facemasks and insufficient pressure in the air bottles.</i>			
Fireman outfits in good condition and type approved. Fire-fighting outfits appropriately sized to fit designated crew.	<input type="checkbox"/>	<input type="checkbox"/>	
Breathing apparatus (BA) sets in good condition (check for leaks).	<input type="checkbox"/>	<input type="checkbox"/>	
All air bottles are fully charged (including all spares).	<input type="checkbox"/>	<input type="checkbox"/>	
Low pressure alarm on BA operating correctly.	<input type="checkbox"/>	<input type="checkbox"/>	
Quantity & position of outfits and BA as per Fire Safety Plan.	<input type="checkbox"/>	<input type="checkbox"/>	
Torch and radio fully charged.	<input type="checkbox"/>	<input type="checkbox"/>	
Equipment stowed in appropriate fire station, ready for use.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Easy access without obstruction to fire stations and equipment.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew is familiar and trained in the use of equipment and required procedures.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer is assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Records available showing periodical inspections and maintenance as per maker's recommendations.	<input type="checkbox"/>	<input type="checkbox"/>	
EEBDs placed according to Fire Control & Safety Plan and fully charged.	<input type="checkbox"/>	<input type="checkbox"/>	

4.6. INERT GAS SYSTEM (TANKERS)

Check with respect to:	Yes	No	Remarks
Up take valves (for flue gas system) – discharge and recirculation valves in order and with remote control (pneumatic) in good condition: no leakage.	<input type="checkbox"/>	<input type="checkbox"/>	
Fixed & portable oxygen test meter is regularly calibrated and tests recorded. Span gas available.	<input type="checkbox"/>	<input type="checkbox"/>	
I.G. fans (at least two) in working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Scrubber water supply by at least two pumps; sight glass in order and not blinded.	<input type="checkbox"/>	<input type="checkbox"/>	
Control instrument, including alarm sensor fitted and in working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
I.G. line on deck in order: no corrosion, no holes no unauthorized repair (e.g. soft patch, clamps).	<input type="checkbox"/>	<input type="checkbox"/>	
Deck seal in order with no leakage.	<input type="checkbox"/>	<input type="checkbox"/>	
Mechanical automatic non return valve in place after deck seal.	<input type="checkbox"/>	<input type="checkbox"/>	
P/V Breaker filled in (glycol) and provided with level indicator.	<input type="checkbox"/>	<input type="checkbox"/>	
Delivery line to cargo tank fitted with valve provided with suitable means of locking.	<input type="checkbox"/>	<input type="checkbox"/>	
Shore connection provided with blank flange fully bolted and clearly marked.	<input type="checkbox"/>	<input type="checkbox"/>	
Synoptic control panel in working condition: lamps, lamp test function, alarm buzzer.	<input type="checkbox"/>	<input type="checkbox"/>	
I.G. content and I.G. pressure recorder: paper and ink available.	<input type="checkbox"/>	<input type="checkbox"/>	
Test of system including check of alarm and safety devices: system trip – automatic switch to recirculation mode.	<input type="checkbox"/>	<input type="checkbox"/>	



4.7. STABILITY, STRUCTURE & RELATED EQUIPMENT

4.7.1. Hull Damage affecting Seaworthiness

Check with respect to:	Yes	No	Remarks
<i>The most common ground for detention is cracks on deck and hull frames.</i>			
Hull, deck and internal structures (WBT, etc.) regularly inspected.	<input type="checkbox"/>	<input type="checkbox"/>	
Special attention to welding seams and previous repairs.	<input type="checkbox"/>	<input type="checkbox"/>	
Class must be notified for verification of repairs.	<input type="checkbox"/>	<input type="checkbox"/>	

4.7.2. Hull and Machinery Condition

Check with respect to:	Yes	No	Remarks
<i>The most common ground for detention is cracks on deck and hull frames.</i>			
Ship's side shell plates without damage and excessive wastage, as far as visible.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency diesel generator arrangement for immediate supply of electrical power in proper working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Level in fuel storage tank must be 80% capacity as a minimum.	<input type="checkbox"/>	<input type="checkbox"/>	
Anchoring devices in good condition - no damages.	<input type="checkbox"/>	<input type="checkbox"/>	
Mooring ropes in good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Collision Bulkhead.	<input type="checkbox"/>	<input type="checkbox"/>	
Penetration of bhds.	<input type="checkbox"/>	<input type="checkbox"/>	
Aft Door Hose Test + Locking Devices + Indicators.	<input type="checkbox"/>	<input type="checkbox"/>	Ro-Ro vessels
Scuppers Garage: Marking, Protecting Means.	<input type="checkbox"/>	<input type="checkbox"/>	Ro-Ro vessels

4.7.3. Em'cy Lighting, Batteries & Switches – Emergency Diesel Generator (EDG)

Check with respect to:	Yes	No	Remarks
<i>The most common defects are automatic start failure and defective battery.</i>			
In good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew properly trained for manual operation.	<input type="checkbox"/>	<input type="checkbox"/>	
Two independent means of starting to be provided in good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Fuel and lube oil quantity sufficient. Level in fuel storage tank must be enough for: <ul style="list-style-type: none"> a) 18 hours continuous operation capacity (for cargo vessels) and b) 36 hours continuous operation (for passenger vessels). 	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Automatic start-up and auto-connection to switchboard are working properly (black out). Start-up testing procedures posted in place (blackout simulation) and responsible officer familiar with.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency switchboard mode selector set to automatic.	<input type="checkbox"/>	<input type="checkbox"/>	
EDG room is clean and ventilated.	<input type="checkbox"/>	<input type="checkbox"/>	
Fire protection in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Protected against unauthorized access.	<input type="checkbox"/>	<input type="checkbox"/>	
Instructions against electric shock.	<input type="checkbox"/>	<input type="checkbox"/>	
Anti-shock rubber mats in front of all electric panels.	<input type="checkbox"/>	<input type="checkbox"/>	
Earth Test.	<input type="checkbox"/>	<input type="checkbox"/>	
Electric cable arrangements properly installed and insulated, without any loose wiring. Light covers properly fixed on all lamps.	<input type="checkbox"/>	<input type="checkbox"/>	
Remote fuel shut off is clearly marked and the operating mechanism is in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Battery levels and specific gravities are correct.	<input type="checkbox"/>	<input type="checkbox"/>	
Spare electrolyte & distilled water levels are correct.	<input type="checkbox"/>	<input type="checkbox"/>	
Appropriate personal protective equipment is available in the area.	<input type="checkbox"/>	<input type="checkbox"/>	

4.8. LOAD LINE

Check with respect to:	Yes	No	Remarks
Stability / strength / loading information & instrument.	<input type="checkbox"/>	<input type="checkbox"/>	
Protection of hatch openings and other openings.	<input type="checkbox"/>	<input type="checkbox"/>	
Sea valves and overboard discharges, including their attachments to shell.	<input type="checkbox"/>	<input type="checkbox"/>	
Means of protection for crew and means of access.	<input type="checkbox"/>	<input type="checkbox"/>	
Bulwark and freeing ports.	<input type="checkbox"/>	<input type="checkbox"/>	
Freeboard marks or other marks in accordance with the Certificates.	<input type="checkbox"/>	<input type="checkbox"/>	
The vessel is not submerged or loaded beyond the limits allowed by the Load Line Certificate(s)	<input type="checkbox"/>	<input type="checkbox"/>	
Railing, gangway, walkway & means for safe passage.	<input type="checkbox"/>	<input type="checkbox"/>	
Windows, side scuttles and deadlights.	<input type="checkbox"/>	<input type="checkbox"/>	
Machinery space openings.	<input type="checkbox"/>	<input type="checkbox"/>	
Manholes / flush scuttles.	<input type="checkbox"/>	<input type="checkbox"/>	
Cargo ports and other similar openings.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Scuppers, inlets and discharges.	<input type="checkbox"/>	<input type="checkbox"/>	
Decks properly maintained and painted.	<input type="checkbox"/>	<input type="checkbox"/>	
Plating free from oily residues.	<input type="checkbox"/>	<input type="checkbox"/>	
No obstruction in passage ways.	<input type="checkbox"/>	<input type="checkbox"/>	

4.9. VARIOUS EQUIPMENT

4.9.1. Weather-tight Doors

Check with respect to:	Yes	No	Remarks
<i>The most common ground for detention is wastage and doors not closing properly.</i>			
Locking mechanism / clamps in good condition, moving freely and well-greased.	<input type="checkbox"/>	<input type="checkbox"/>	
Open/close direction arrow to be in place.	<input type="checkbox"/>	<input type="checkbox"/>	
Gasket material in good condition-free from damage.	<input type="checkbox"/>	<input type="checkbox"/>	
Door frame in good condition, free from corrosion and damage.	<input type="checkbox"/>	<input type="checkbox"/>	
Hand grips are intact.	<input type="checkbox"/>	<input type="checkbox"/>	
Open / close gear (as applicable) in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
The doors are free from obstructions.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible crewmembers assigned for maintenance, inspection & emergency duties.	<input type="checkbox"/>	<input type="checkbox"/>	
Maintenance and inspection records available.	<input type="checkbox"/>	<input type="checkbox"/>	

4.9.2. Vent Heads, Air Pipes, Gooseneck-type Vents, etc.

Check with respect to:	Yes	No	Remarks
<i>The most common ground for detention is wastage and defective screen nets.</i>			
Intact and well maintained, free from corrosion and damage.	<input type="checkbox"/>	<input type="checkbox"/>	
All bolts and nuts properly tightened.	<input type="checkbox"/>	<input type="checkbox"/>	
Flame arrestors (metal net) in place and free from damage or corrosion. Ball / float / flap (as applicable) free from damage.	<input type="checkbox"/>	<input type="checkbox"/>	
Overflow trays for fuel and lube oil tank air pipes are properly arranged and marked with their capacity. Associated plugs are in place and secured. Vent head is properly marked with name of the associated space.	<input type="checkbox"/>	<input type="checkbox"/>	
Open / close flaps moving freely.	<input type="checkbox"/>	<input type="checkbox"/>	
Locking / securing arrangements in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Gasket material for covers in good condition, free from damage. Air pipes properly secured.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew members assigned to shut down vents during emergency are familiar with duties.	<input type="checkbox"/>	<input type="checkbox"/>	



4.9.3. Cargo Hold Hatches and Covers (Dry Cargo)

Check with respect to:	Yes	No	Remarks
<i>The most common defects are corrosion cracks and hydraulic leaks.</i>			
In good condition, well maintained & weather-tight.	<input type="checkbox"/>	<input type="checkbox"/>	
Guide rails / rollers without damage, corrosion and moving freely. Clamping devices (quick closing cleats) in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Open / close mechanism in good condition (well-greased if chains / without any hydraulic oil leakages if hydraulic jacks).	<input type="checkbox"/>	<input type="checkbox"/>	
Hatch cover securing arrangement in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Gasket material for hatch cover in good condition, free from damage. Operating personnel duly qualified.	<input type="checkbox"/>	<input type="checkbox"/>	
Periodically inspected and maintained as per Planned Maintenance System.	<input type="checkbox"/>	<input type="checkbox"/>	
No blocking of gutter and drain hole.	<input type="checkbox"/>	<input type="checkbox"/>	
Compression bar in place and connected.	<input type="checkbox"/>	<input type="checkbox"/>	
Ventilators fitted with weather-tight cover: a) Cover & louvers not deformed b) Gasket in place and in good condition c) Hinges and dogs in good working condition and well-greased	<input type="checkbox"/>	<input type="checkbox"/>	
Check High - Low Alarm in Cargo Holds.	<input type="checkbox"/>	<input type="checkbox"/>	

4.9.4. Mooring Equipment

Check with respect to:	Yes	No	Remarks
Marking (heave / slack)	<input type="checkbox"/>	<input type="checkbox"/>	
Winch Brake Test	<input type="checkbox"/>	<input type="checkbox"/>	
Foundation	<input type="checkbox"/>	<input type="checkbox"/>	
Rollers	<input type="checkbox"/>	<input type="checkbox"/>	

4.9.5. Cranes

Check with respect to:	Yes	No	Remarks
SWL / max. working angle / max. work radius / date of wires renewal to be marked.	<input type="checkbox"/>	<input type="checkbox"/>	
Hooks / rollers / sheaves in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	



4.9.6. Bunkering

Check with respect to:	Yes	No	Remarks
Bunkering Procedures to be posted.	<input type="checkbox"/>	<input type="checkbox"/>	
Last Pressure Test of bunker lines (USCG Requirements): The bunker lines must be annually tested under static liquid pressure at least 1.5 times the maximum allowable working pressure (MAWP).	<input type="checkbox"/>	<input type="checkbox"/>	

4.9.7. Paint Locker

Check with respect to:	Yes	No	Remarks
For area < 4m ² : Portable fire extinguishers (CO ₂ or DP) to be available near the entrance. For area > 4m ² : Fixed fire extinguishing system operated from outside the locker fitted.	<input type="checkbox"/>	<input type="checkbox"/>	
Instructions to be posted.	<input type="checkbox"/>	<input type="checkbox"/>	
Lighting fittings, fire detector, heating appliances, ventilator motors inside paint locker to be of explosion-proof type (for ships built on or after 01/07/2007 as per SOLAS Ch. II-1).	<input type="checkbox"/>	<input type="checkbox"/>	

4.9.8. Oxygen – Acetylene Bottles

Check with respect to:	Yes	No	Remarks
To be stowed in separate lockers, well ventilated.	<input type="checkbox"/>	<input type="checkbox"/>	
Marking.	<input type="checkbox"/>	<input type="checkbox"/>	
Flame & flash-back arrestors in good condition and properly fitted on flexible hoses & bottles.	<input type="checkbox"/>	<input type="checkbox"/>	
Flexible hoses to be in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	

4.9.9. Water Ingress System

Check with respect to:	Yes	No	Remarks
Check of Alarms.	<input type="checkbox"/>	<input type="checkbox"/>	
Spare sensor to exist onboard.	<input type="checkbox"/>	<input type="checkbox"/>	



5. ENGINE ROOM

5.1. PROPULSION AND AUXILIARY MACHINERY

5.1.1. Main Engine (M/E)

Check with respect to:	Yes	No	Remarks
<i>The most common defect is leakage; severe leakage may cause ship's detention.</i>			
Fuel in use as per requirements (fuel changeover procedures properly followed).	<input type="checkbox"/>	<input type="checkbox"/>	
In case the ship is using ultra low sulphur fuel, the fuel system is Class approved.	<input type="checkbox"/>	<input type="checkbox"/>	
Main Engine(s) in good condition. Free from unauthorized arrangements. Free from fuel leaks / tracings.	<input type="checkbox"/>	<input type="checkbox"/>	
Insulation of hot surfaces.	<input type="checkbox"/>	<input type="checkbox"/>	
Free from obstructions.	<input type="checkbox"/>	<input type="checkbox"/>	
Safe access and protection from moving parts and hazardous objects.	<input type="checkbox"/>	<input type="checkbox"/>	
Spare parts are available for safe operation.	<input type="checkbox"/>	<input type="checkbox"/>	
Operating instructions / drawings are available in the working language of the crew.	<input type="checkbox"/>	<input type="checkbox"/>	
Maintenance as per PMS. Records readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew members are duly certified and qualified for M/E operation and maintenance.	<input type="checkbox"/>	<input type="checkbox"/>	
Oil leakage system operational test.	<input type="checkbox"/>	<input type="checkbox"/>	
Visual Inspection of double skin oil high pressure piping.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency stop.	<input type="checkbox"/>	<input type="checkbox"/>	
Oil mist detector and other automatic shut-off arrangements & alarms for M/E in working order.	<input type="checkbox"/>	<input type="checkbox"/>	

5.1.2. Engine Room Cleanliness

Check with respect to:	Yes	No	Remarks
<i>Dirty Engine Room is one of the top grounds for detention.</i>			
The Engine Room is clean with proper lighting.	<input type="checkbox"/>	<input type="checkbox"/>	
Floor decks cleaned, free from oil and dirt tracings.	<input type="checkbox"/>	<input type="checkbox"/>	
Escape routes properly marked - free from obstruction.	<input type="checkbox"/>	<input type="checkbox"/>	
The oily rags are disposed properly as per vessel's GMP requirements.	<input type="checkbox"/>	<input type="checkbox"/>	
No loose or unprotected electric wires.	<input type="checkbox"/>	<input type="checkbox"/>	
The spares, tools and equipment are stowed as per arrangements –no loose objects.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Heavy objects are stowed and properly secured.	<input type="checkbox"/>	<input type="checkbox"/>	
Special attention to cleanliness of bilge wells.	<input type="checkbox"/>	<input type="checkbox"/>	
All instruments, indicators, signal lights, etc. are clean, free from damages, in good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
The deck floor, ladders, platforms with antiskid surface (ship-specific).	<input type="checkbox"/>	<input type="checkbox"/>	
Hazardous materials and chemicals stowed in a separate locker.	<input type="checkbox"/>	<input type="checkbox"/>	
Engine Room cleaning routine implemented onboard.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible engineer assigned.	<input type="checkbox"/>	<input type="checkbox"/>	
Periodical inspection of cleanliness carried out and records available.	<input type="checkbox"/>	<input type="checkbox"/>	
MSDS to be available in relevant storage areas for all paints / chemicals onboard. Moreover, relevant personal protective equipment to exist at these areas.	<input type="checkbox"/>	<input type="checkbox"/>	

5.1.3. Engine Room and Machinery Condition

Check with respect to:	Yes	No	Remarks
Main propulsion system in proper working condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Remote fuel shut off is clearly marked and the operating mechanism is in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Jacketed piping system on high pressure fuel lines properly installed and alarms working.	<input type="checkbox"/>	<input type="checkbox"/>	
Engines and piping systems free of leakages.	<input type="checkbox"/>	<input type="checkbox"/>	
Quick-closing Valves.	<input type="checkbox"/>	<input type="checkbox"/>	
Bilge Valves.	<input type="checkbox"/>	<input type="checkbox"/>	
Cross Connection Valves are being inspected periodically at sea at least once a week.	<input type="checkbox"/>	<input type="checkbox"/>	
Suction Valves.	<input type="checkbox"/>	<input type="checkbox"/>	
Transfer Pump & Fans (STOP out of E/R).	<input type="checkbox"/>	<input type="checkbox"/>	
Bilge Alarm System.	<input type="checkbox"/>	<input type="checkbox"/>	
Collecting Tank (Bunker Station).	<input type="checkbox"/>	<input type="checkbox"/>	
Isolating Valves (bilge, black, grey, remote controlled) between watertight bulkheads.	<input type="checkbox"/>	<input type="checkbox"/>	Usually for Passenger vessels for pipelines crossing different compartments
Tank Level Indicators: Glass with protective device.	<input type="checkbox"/>	<input type="checkbox"/>	
Funnel: Check cleanness inside and outside.	<input type="checkbox"/>	<input type="checkbox"/>	
Communication of Bridge with Engine Room (2 means).	<input type="checkbox"/>	<input type="checkbox"/>	



5.1.4. Steering Gear

Check with respect to:	Yes	No	Remarks
<i>Common defects are:</i>			
<i>a) Malfunctioning</i>			
<i>b) Rudder angle indicator & gyro repeater (if applicable) not synchronized.</i>			
Steering gear and control systems in good operational condition and free from oil leaks.	<input type="checkbox"/>	<input type="checkbox"/>	
Rudder stock / sealing clean with no water or oil leaks.	<input type="checkbox"/>	<input type="checkbox"/>	
Bearing in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Switchboards in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Means of communication between Bridge and Steering Gear Room to be provided & tested.	<input type="checkbox"/>	<input type="checkbox"/>	
Gyro compass repeater synchronized (if applicable).	<input type="checkbox"/>	<input type="checkbox"/>	
Rudder angle indicator operating and synchronized.	<input type="checkbox"/>	<input type="checkbox"/>	
Main / emergency steering changeover procedures displayed on Bridge and Steering Gear Room.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew trained properly for emergency steering and records of drills are readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Operational Test with one / two pumps: From 30° port to 35° stbd in 28 seconds and vice-versa.	<input type="checkbox"/>	<input type="checkbox"/>	
Overload Alarm.	<input type="checkbox"/>	<input type="checkbox"/>	
Escape route marking.	<input type="checkbox"/>	<input type="checkbox"/>	
Indication compatibility between Bridge and Steering Gear Room.	<input type="checkbox"/>	<input type="checkbox"/>	
Steering Gear: Emergency test as per drill schedule.	<input type="checkbox"/>	<input type="checkbox"/>	

5.1.5. Auxiliary Engine(s) (A/E)

Check with respect to:	Yes	No	Remarks
<i>Leaks of oil or water may lead to ship's detention.</i>			
In good operating condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Free from leakage.	<input type="checkbox"/>	<input type="checkbox"/>	
Free from obstructions and unauthorized objects.	<input type="checkbox"/>	<input type="checkbox"/>	
Spare parts are available for safe operation.	<input type="checkbox"/>	<input type="checkbox"/>	
During port stay, sufficient power is produced by the A/E for safety and port operations.	<input type="checkbox"/>	<input type="checkbox"/>	
Means to sustain or restore operation if one of the essential auxiliaries becomes inoperative.	<input type="checkbox"/>	<input type="checkbox"/>	
Protection from moving parts and hazardous objects.	<input type="checkbox"/>	<input type="checkbox"/>	
Shielding / screening of hot surfaces in order.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Crew complies with the safety regulations.	<input type="checkbox"/>	<input type="checkbox"/>	
Personnel duly qualified and certified for A/E maintenance and operation.	<input type="checkbox"/>	<input type="checkbox"/>	
Maintenance as per Planned Maintenance System and records readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Oil Leakage system operational test.	<input type="checkbox"/>	<input type="checkbox"/>	
Visual Inspection of double skin piping.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency Stop.	<input type="checkbox"/>	<input type="checkbox"/>	
Parallelism.	<input type="checkbox"/>	<input type="checkbox"/>	
Earth Test 220/380.	<input type="checkbox"/>	<input type="checkbox"/>	
Black Out (Emergency Generator).	<input type="checkbox"/>	<input type="checkbox"/>	Two means of start, two sets of batteries, two chargers
Self-Protection (visual / sound alarm) oil pressure, high temperature etc.	<input type="checkbox"/>	<input type="checkbox"/>	

5.1.6. Main Fire Pump (to be checked with the rest of E/R machinery)

Check with respect to:	Yes	No	Remarks
<i>The most common detainable items are:</i>			
<i>a) malfunction</i>			
<i>b) insufficient pressure</i>			
<i>c) corrosion of the pump.</i>			
Tested and confirmed to be in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Water pressure sufficient for 2 hoses.	<input type="checkbox"/>	<input type="checkbox"/>	
Number of pumps as required.	<input type="checkbox"/>	<input type="checkbox"/>	
Power supply correct.	<input type="checkbox"/>	<input type="checkbox"/>	
Pipe connection flanges in good condition and free from leaks.	<input type="checkbox"/>	<input type="checkbox"/>	
Pressure gauges are in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Start / Stop from different locations as per Fire Control Plan (as applicable).	<input type="checkbox"/>	<input type="checkbox"/>	
Delivery water pressure (outlet) is sufficient as per regulations.	<input type="checkbox"/>	<input type="checkbox"/>	
Working performance test is carried out.	<input type="checkbox"/>	<input type="checkbox"/>	
Maintenance, test and training records are available.	<input type="checkbox"/>	<input type="checkbox"/>	
Records showing drills and instructions of responsible personnel are readily available.	<input type="checkbox"/>	<input type="checkbox"/>	
Responsible officer is assigned for maintenance and inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Isolating valves in main tested, marked and maintained.	<input type="checkbox"/>	<input type="checkbox"/>	



5.1.7. Sprinkler System (Hyper-Mist)

Check with respect to:	Yes	No	Remarks
General Condition of fixed fire-fighting extinguishing system in E/R.	<input type="checkbox"/>	<input type="checkbox"/>	
Hyper-mist switch in "Auto" mode.	<input type="checkbox"/>	<input type="checkbox"/>	

5.1.8. Means of Escape

Check with respect to:	Yes	No	Remarks
Escape routes to be free from obstructions.	<input type="checkbox"/>	<input type="checkbox"/>	
Escape routes adequately lighted by emergency source of power.	<input type="checkbox"/>	<input type="checkbox"/>	
Escape routes identified and marked with fluorescent IMO symbol.	<input type="checkbox"/>	<input type="checkbox"/>	
Steps and handrails to be in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Stairways and corridors used as means of escape shall be not less than 700 mm in clear width (*) and shall have a handrail on one side. Stairways and corridors with a clear width >1,800 mm shall have handrails on both sides. (*)"Clear width" is considered the distance between the handrail and the bulkhead on the other side or between the handrails.	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency Escape Route of Engine Room to be equipped with rope, safety harness and pulley for lifting incapacitated person.	<input type="checkbox"/>	<input type="checkbox"/>	

5.1.9. Boiler

Check with respect to:	Yes	No	Remarks
General Condition	<input type="checkbox"/>	<input type="checkbox"/>	
High / Low Level Alarm	<input type="checkbox"/>	<input type="checkbox"/>	

5.2. MARPOL EQUIPMENT

5.2.1. Oil Filtering Equipment / 15 ppm Alarm

Check with respect to:	Yes	No	Remarks
<i>Deficiencies related to Oily Water Separator (OWS) and Oil Content Meter (OCM) are common grounds for detention. Illegal discharge may have serious legal implications.</i>			
System in good condition and as per Class approved piping drawing. No physical modifications / alterations apparent.	<input type="checkbox"/>	<input type="checkbox"/>	
Type Approval Certificate available onboard for both OWS and OCM.	<input type="checkbox"/>	<input type="checkbox"/>	
No direct overboard discharge connections bypassing OWS and OCM.	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
Avoid leaving temporary equipment (e.g. flexible hoses) onboard causing suspicion of illegal discharge.	<input type="checkbox"/>	<input type="checkbox"/>	
Automatic stopping device testing and acting up OCM alarm (e.g. 3-way valve).	<input type="checkbox"/>	<input type="checkbox"/>	
OCM set up correctly to indicate the oil content and give alarm at 15 ppm.	<input type="checkbox"/>	<input type="checkbox"/>	
All control panels, lamps, alarms in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	
Personnel involved in the operation of OWS trained.	<input type="checkbox"/>	<input type="checkbox"/>	
User guide and maintenance manual available and implemented.	<input type="checkbox"/>	<input type="checkbox"/>	
Operating instructions and drawing posted in the vicinity of OWS.	<input type="checkbox"/>	<input type="checkbox"/>	
Spare parts available onboard (at least one spare OWS Coalescer Filter)	<input type="checkbox"/>	<input type="checkbox"/>	
System tested regularly and test records available for inspection.	<input type="checkbox"/>	<input type="checkbox"/>	
Testing procedure for the equipment is in place.	<input type="checkbox"/>	<input type="checkbox"/>	
Filters maintained properly and not saturated with oil.	<input type="checkbox"/>	<input type="checkbox"/>	
Equipment and surroundings clean and tidy.	<input type="checkbox"/>	<input type="checkbox"/>	
Check that type of equipment is marked correctly in the IOPP supplement.	<input type="checkbox"/>	<input type="checkbox"/>	
OWS Performance / Calibration Test (15 & 0 ppm), (every 5 years or as per Flag)	<input type="checkbox"/>	<input type="checkbox"/>	
Flushing Line in bright color.	<input type="checkbox"/>	<input type="checkbox"/>	
Overboard Sealed & Padlocked. Key in possession of Chief Engineer.	<input type="checkbox"/>	<input type="checkbox"/>	

5.2.2. ODME (Tankers only)

Check with respect to:	Yes	No	Remarks
Availability of approved ODME manual.	<input type="checkbox"/>	<input type="checkbox"/>	
Visual examination of control cabinet including check of synoptic panel with lamp, alarms, key pad for data entry (speed, rate of discharge, ppm).	<input type="checkbox"/>	<input type="checkbox"/>	
Recorder fitted with paper: Three year record shall be kept onboard.	<input type="checkbox"/>	<input type="checkbox"/>	
Visual examination of sampling pump and associated piping including oil content meter and flow meter.	<input type="checkbox"/>	<input type="checkbox"/>	
Visual examination of overboard discharge valve and recirculation valve including relevant	<input type="checkbox"/>	<input type="checkbox"/>	



Check with respect to:	Yes	No	Remarks
hydraulic control system: no oil leakage, indication of valve status.			
Visual examination of sampling pump shaft gastight penetration (E/R - Pump Room).	<input type="checkbox"/>	<input type="checkbox"/>	
Run calibration test.	<input type="checkbox"/>	<input type="checkbox"/>	
Perform simulation of automatic discharge stop by manual entry of data.	<input type="checkbox"/>	<input type="checkbox"/>	

5.2.3. Incinerator

Check with respect to:	Yes	No	Remarks
Type Approval of Incinerator.	<input type="checkbox"/>	<input type="checkbox"/>	
Operation Instructions.	<input type="checkbox"/>	<input type="checkbox"/>	
Ash Collection Box.	<input type="checkbox"/>	<input type="checkbox"/>	
Alarms.	<input type="checkbox"/>	<input type="checkbox"/>	

5.2.4. Sewage System

Check with respect to:	Yes	No	Remarks
Type Approval of Sewage Treatment Plant.	<input type="checkbox"/>	<input type="checkbox"/>	
Overboard Valve (seal & padlock – key in hand of Chief Engineer).	<input type="checkbox"/>	<input type="checkbox"/>	
Marking.	<input type="checkbox"/>	<input type="checkbox"/>	
Hoses for adjusting air flow for the sludge sewage return, on top of the STP, should be transparent to allow observing the operation.	<input type="checkbox"/>	<input type="checkbox"/>	

5.2.5. MARPOL Annex V - Garbage Pollution

Check with respect to:	Yes	No	Remarks
Drums are the proper type & capacity. Stowage in the E/R is according to Garbage Management Plan.	<input type="checkbox"/>	<input type="checkbox"/>	

ANNEX I – LIFEBOAT / RESCUE BOAT EQUIPMENT

LIFEBOAT EQUIPMENT

1. Except for free-fall lifeboats, sufficient buoyant oars to make headway in calm seas. Thole pins, crutches or equivalent arrangements shall be provided for each oar provided. Thole pins or crutches shall be attached to the boat by lanyards or chains;
2. two boat-hooks;
3. a buoyant bailer and two buckets;
4. a survival manual;
5. an operational compass which is luminous or provided with suitable means of illumination. In a totally enclosed lifeboat, the compass shall be permanently fitted at the steering position; in any other lifeboat, it shall be provided with a binnacle if necessary to protect it from the weather, and suitable mounting arrangements;
6. a sea-anchor of adequate size fitted with a shock-resistant hawser which provides a firm hand grip when wet. The strength of the sea-anchor, hawser and tripping line if fitted shall be adequate for all sea conditions;
7. two efficient painters of a length equal to not less than twice the distance from the stowage position of the lifeboat to the waterline in the lightest seagoing condition or 15 m, whichever is the greater. On lifeboats to be launched by free-fall launching, both painters shall be stowed near the bow ready for use. On other lifeboats, one painter attached to the release device shall be placed at the forward end of the lifeboat and the other shall be firmly secured at or near the bow of the lifeboat ready for use;
8. two hatchets, one at each end of the lifeboat;
9. watertight receptacles containing a total of three (3) liters of fresh water for each person the lifeboat is permitted to accommodate, of which either one (1) liter per person may be replaced by a desalting apparatus capable of producing an equal amount of fresh water in 2 days, or two (2) liters per person may be replaced by



- a manually powered reverse osmosis desalinator capable of producing an equal amount of fresh water in 2 days;
10. a rustproof dipper with lanyard;
 11. a rustproof graduated drinking vessel;
 12. a food ration totaling not less than 10,000 kJ for each person the lifeboat is permitted to accommodate; these rations shall be kept in airtight packaging and be stowed in a watertight container;
 13. four rocket parachute flares;
 14. six hand flares;
 15. two buoyant smoke signals;
 16. one waterproof electric torch suitable for Morse signaling together with one spare set of batteries and one spare bulb in a waterproof container;
 17. one daylight signaling mirror with instructions for its use for signaling to ships and aircraft;
 18. one copy of the life-saving signals prescribed by regulation V/16 on a waterproof card or in a waterproof container;
 19. one whistle or equivalent sound signal;
 20. a first-aid outfit in a waterproof case capable of being closed tightly after use;
 21. anti-seasickness medicine sufficient for at least 48 h and one seasickness bag for each person;
 22. a jack-knife to be kept attached to the boat by a lanyard;
 23. three tin openers;
 24. two buoyant rescue quoits, attached to not less than 30 m of buoyant line;
 25. if the lifeboat is not automatically self-bailing, a manual pump suitable for effective bailing;
 26. one set of fishing tackle;
 27. sufficient tools for minor adjustments to the engine and its accessories;
 28. portable fire-extinguishing equipment of an approved type suitable for extinguishing oil fires;
 29. a searchlight with a horizontal and vertical sector of at least 6 degrees and a measured luminous intensity of 2500 cd which can work continuously for not less than 3 hours;
 30. an efficient radar reflector, unless a survival craft radar transponder is stowed in the lifeboat;
 31. thermal protective aids sufficient for 10% of the number of persons the lifeboat is permitted to accommodate or two, whichever is the greater;



RESCUE BOAT EQUIPMENT

1. Sufficient buoyant oars or paddles to make headway in calm seas. Thole pins, crutches or equivalent arrangements shall be provided for each oar. Thole pins or crutches shall be attached to the boat by lanyards or chains;
2. a buoyant bailer;
3. a binnacle containing an efficient compass which is luminous or provided with suitable means of illumination;
4. a sea-anchor and tripping line if fitted with a hawser of adequate strength not less than 10 m in length;
5. a painter of sufficient length and strength, attached to the release device and placed at the forward end of the rescue boat;
6. one buoyant line, not less than 50 m in length, of sufficient strength to tow a liferaft;
7. one waterproof electric torch suitable for Morse signaling, together with one spare set of batteries and one spare bulb in a waterproof container;
8. one whistle or equivalent sound signal;
9. a first-aid outfit in a waterproof case capable of being closed tightly after use;
10. two buoyant rescue quoits, attached to not less than 30 m of buoyant line;
11. a searchlight with a horizontal and vertical sector of at least 6 degrees and a measured luminous intensity of 2500 cd which can work continuously for not less than 3 hours;
12. an efficient radar reflector;
13. thermal protective aids complying with the requirements of section 2.5 sufficient for 10% of the number of persons the rescue boat is permitted to accommodate or two, whichever is the greater; and
14. portable fire-extinguishing equipment of an approved type suitable for extinguishing oil fires.

In addition to the above equipment, the normal equipment of every rigid rescue boat shall also include:

1. a boat-hook;
2. a bucket; and
3. a knife or hatchet.

In addition to the above equipment, the normal equipment of every inflated rescue boat shall consist of:

1. a buoyant safety knife;
2. two sponges;
3. an efficient manually operated bellows or pump;
4. a repair kit in a suitable container for repairing punctures; and
5. a safety boat-hook.

ANNEX II – FIRE-FIGHTER’S OUTFIT

Fire fighter’s outfit shall consist of the following:

1. Protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam. The outer surface shall be water-resistant;
2. Boots of rubber or other electrically non-conducting material;
3. Rigid helmet providing effective protection against impact;
4. Electric safety lamp (hand lantern) of an approved type with a minimum burning period of 3 h. Electric safety lamps on tankers and those intended to be used in hazardous areas shall be of an explosion-proof type.
5. Axe with a handle provided with high-voltage insulation.
6. Breathing apparatus: It shall be a self-contained compressed air breathing apparatus for which the volume of air contained in the cylinders shall be at least 1,200 l, or other self-contained breathing apparatus which shall be capable of functioning for at least 30 min. All air cylinders for breathing apparatus shall be interchangeable. The compressed air breathing apparatus shall be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 l.
7. Lifeline: For each breathing apparatus a fireproof lifeline of at least 30 m in length shall be provided. The lifeline shall successfully pass an approval test by statical load of 3.5 kN for 5 min without failure. The lifeline shall be capable of being attached by means of a snap-hook to the harness of the apparatus or to a separate belt in order to prevent the breathing apparatus becoming detached when the lifeline is operated.