Pre-port Arrival Quick Reference and Downloadable Checklist

Pre-port Arrival Quick Reference
and Downloadable Checklist

PSC CATEGORIES: MASTER'S OFFICE

CERTIFICATES AND DOCUMENTATION

- ☐ Certificates, including the exemption certificate and documents, are available on board, current and valid, and properly endorsed.
- ☐ The vessel's Master is to ensure that all required documentation for port clearance is retained on board prior to the vessel sailing, as there could be a scenario where the ship's agent/third party has picked up one or more documents for port clearance before it is delivered to the ship.
- ☐ Service records for firefighting systems and lifesaving equipment (i.e., life rafts) are valid and readily available.
- ☐ Special attention should be paid to certificates, records and supplement entries, i.e., issue/expiry/completion date of survey, correct reference date for forms (Form R, E, P, A, B, F as applicable), gross register tonnage (grt)/ deadweight tonnage (DWT) information, etc.
- ☐ If the vessel has been issued with eCertificates, stakeholders should have the ability to validate e-Certificates by searching for the ABS eCertificate Online Database or the flag's website as appropriate.

  https://ww2.eagle.org/en/rules-and-resources/e-certificate-online-database.html
- ☐ Ship's arrival checks and records are maintained as applicable, e.g., Master's log, primary and secondary steering gear testing, remote steering control, steering positions on the bridge, rudder angle indicator, steering gear failure alarms, control communications and control alarms, proper functioning of the emergency diesel generator, main propulsion ahead and astern testing records, etc.

  List of certificates and documents required to be carried on board (as applicable) can be accessed through the International Maritime Organization (IMO) document MSC.1/Circ 1646, as linked.

  MSC.1/Circular.1646 - List of Certificates and Documents Required to be Carried on Board Ships, 2022 — (27 June 2022)

STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING (STCW)

- ☐ The vessel's crew members are adequately trained and have the appropriate training certification. National licenses and certificates of recognition by flag Administrations, as applicable, are available for verification.

ISM AND ISPS CODES

- ☐ The vessel's Master, officers, engineers and ratings are familiar with the vessel's Safety Management System (SMS) and Ship's Security Plan assigned duties.
- ☐ Onboard maintenance and drills are carried out and documented in the vessel's logbook as required by the ISM and ISPS Codes.

ILO MARITIME LABOUR CONVENTION

- ☐ The Master is familiar with the national requirements and the company's measures ensuring compliance with the requirements of the Convention relative to seafarers' working and living conditions on board.
- ☐ Periodic inspections are carried out and documented for accommodation, food and drinking water, all spaces and equipment used for storage and handling of food, including galley areas.

MANUALS AND RECORDS

Manuals and booklets are on board and up to date as applicable, including:

- ☐ Lifesaving Appliances and Fire Safety Training manuals (ship-specific)

- ☐ Trim and stability booklet
- ☐ Loading manual
- ☐ Cargo securing manual
- ☐ Survey planning document (including enhanced survey report files and condition evaluation report [CER]) — required by Enhanced Survey Program (ESP) oil tankers, bulk carriers and chemical carriers
- ☐ Shipboard Oil Pollution Emergency Plan (SOPEP), including updated contact list
- ☐ Shipboard Marine Pollution Emergency Plan (SMPEP), Confirmation of Compliance (CoC), Statement of Compliance (SoC), reference MARPOL Annex VI
- ☐ Grain loading manual
- ☐ Damage control plan
- ☐ Loading instrument book
- ☐ Coating technical file — required for Performance Standard for Protective Coatings (PSPC)
- ☐ Emergency towing procedure
- ☐ Garbage and Oil Record Book
- ☐ Ballast Management Plan and Record Book
- ☐ Lifting appliances certification record in accordance with SOLAS II-1/3-13
- ☐ Review of the last three years of port State and flag State inspection reports
- ☐ Guidelines for Safe Access to Tanker bows, including gas carriers and chemical tankers (SOLAS II-1/3-3)
- ☐ Applicable maintenance manuals
- ☐ Ship Structure Access Manual (oil tankers and bulk carriers >20K grt constructed on/or after 1 January 2006)
- ☐ Dangerous Goods Cargo Loading Procedure
- ☐ Dangerous Goods Manifest or Stowage Plan

PSC CATEGORIES: BRIDGE

NAUTICAL PUBLICATIONS

- ☐ The publications are to be on board for the intended voyage reference, such as IMO publications and flag Administration regulations and circulars.
- ☐ IMO publication can be accessed through the link: IMO ePublications

CHARTS

- ☐ Charts, including tide tables and sailing directions, are up to date for the intended voyage.
- ☐ The Notices to Mariners are properly logged.
- ☐ Electronic charts display the information systems.

PASSAGE PLANS

- ☐ Voyage passage plans are correctly documented as per SMS.

LIGHTS, SHAPES AND SOUND SIGNALS

- ☐ The list of lights, international code of signals and illustrated table of lifesaving signals is legible and the signaling lamp is in good working condition and has been tested on both emergency power supply and battery power.
- ☐ Lights are installed in correct location based on COLREG 1972 (e.g. Masthead light, Sidelights, Stern light, Towing light (as applicable), All-around light, Flashing light, etc.).

  Note:

  Masthead light: A white light placed on top of the vessel, shining forward and to both sides (unbroken light over an arc of 225° around the vessel).

  Sidelights: A red light on the port (left) side and a green light on the starboard (right) side, visible from directly ahead to slightly behind the vessel's sides (22.5° abaft the beam).

  Stern light: A white light at the back of the vessel, shining directly behind (135° across the stern).

  Towing light: A yellow light, similar to the stern light, is used when towing another vessel.

  All-round light: A light (any color) that shines 360° around the vessel.

  Flashing light: A light that flashes at least 120 times per minute (used for specific purposes, like navigation or warnings).
- ☐ Port and Starboard sidelights screens are painted matte black.
- ☐ Shapes and sounds are maintained, e.g., three balls, one diamond, one cylinder, one gong, one bell, a ship's whistle, etc.

MAGNETIC AND GYRO COMPASSES

- ☐ The standard magnetic compass is adjusted for proper working conditions, and the deviation card has been updated (During navigational passage, compass error is recorded at every watch. The deviation card is updated when there are structural changes, new equipment installed, after compass adjustment or 12 monthly).
- ☐ No excessive deviation errors. Compare heading taken by OOW against the ship's compass deviation curve.
- ☐ The standard magnetic compass is free of air bubbles.
- ☐ The lifeboat/rescue boat magnetic compass is in good working order.
- ☐ The gyro compass, gyro compass repeaters (also known as gyro compass bearing repeater): usually located at bridge wings (steering gear room, wheelhouse as applicable) are operational, and the compass error book is maintained for record keeping of deviation as applicable during navigational passage, considering the sea and weather conditions.)

GMDSS, EPIRB, SSAS AND AIS

- ☐ Radio equipment is in good working order and is serviced and tested by a recognized radio technician.
- ☐ EPIRB is in proper working condition, programmed correctly and the battery expiration date is displayed within the window.
- ☐ The vessel's automatic identification system (AIS) is properly programmed and operational.
- ☐ VDR annual performance test certificate is on board.

- [ ] LRIT is in working condition, and the test report is available.
- [ ] SSAS is in working condition, officers/engineers having security duties are aware of its activation points.

RADAR TRANSPONDER

- [ ] The radar transponder is located in the proper location, operationally tested and the expiration date of batteries is confirmed.

RADARS, ECHO SOUNDER AND ECDIS

- [ ] Radars and echo sounder are in proper working condition.
- [ ] The ECDIS audible alarms are fully functional.

BRIDGE NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS)

- [ ] The BNWAS is to demonstrate that the system is protected by a security pass code (should be under the control of the Master). This is to include operation test. Physical location is to be confirmed (isolated from the rest of the bridge) and verified unobstructed.

THE BATTERY ROOM

- [ ] Room is to be inspected for cleanliness and proper ventilation.
- [ ] Battery room safety equipment is present and in good condition (gloves, eye protection, hydrometer, etc.). Equipment ratings are chosen either from Group IIC Class T1 (reference ISO/IEC80079-20-1) or types suitable (Ex) for Zone 1 hazardous arears (reference ISO/IEC60079).

PYROTECHNICS

- [ ] Dates on flares are not expired, and the required amount is to be placed on board (i.e., navigating bridge or near: 12 rocket parachute flares, each lifeboat and rigid liferaft: four red parachute flares, six red hand flares, two buoyant smoke signals.

PSC CATEGORIES: ACCOMMODATIONS

FIRE DAMPERS AND DOORS

- [ ] The fire dampers are in good working condition, functionally tested and recently examined internally and externally.
- [ ] Damper flaps are structurally sound with no edge wastage.
- [ ] The external ventilation trunk is marked to show damper flap position — OPEN or CLOSE.
- [ ] The location of fire dampers can be found on the fire control plan.
- [ ] Louver-type dampers are tested to ensure louver contact and function.
- [ ] Weathertight, watertight doors are closing properly and in accordance with load line, SOLAS regulations.
- [ ] Accommodation internal fire doors not tied back with hooks.

FIREFIGHTING EQUIPMENT

- ☐ The fire, smoke and heat detectors have been tested for proper operation.
- ☐ Fire detection panel displays with no faults.
- ☐ Fire stations have the appropriate equipment secured properly.
- ☐ Fire hoses are not leaking and have been checked for dry rot and usability.
- ☐ Fire hoses are of correct length and diameter for location (minimum 10 meters (m) length, but not more than 20m in other spaces and open deck, 25m for open deck on ship breadth in access of 30m, etc.).
- ☐ Fire main is in good condition and does not have patches or holes.
- ☐ Isolation and relief valves are working properly. In tankers, intervals of isolation valves are not more than 40m in distance.
- ☐ Portable and fixed firefighting systems have been serviced as required, and extinguishers are properly marked with date of service. Hoses, connections and horns should be checked for cracks and deformation. Gauges should be working with legible reading and without signs of deterioration.
- ☐ Minimum of two firefighting suits are to be provided on board. Additional suits required for tankers, gas carriers, passenger ships and vessels certified for carrying specific IMSBC cargoes, etc. Though proximity suits are compliant to SOLAS and FSS Code, it may not be suitable for enclosed space firefighting operation. Flag State requirements to be followed, i.e. European Union ships must comply with Marine Equipment Directive (MED). The MED requires new protective, non-reflective firefighting clothing to meet EN 469:2020 requirements after 25 August 2024.
- ☐ Minimum of two explosion proof or intrinsically safe portable radiotelephone for fire fighter's communication as applicable.
- ☐ Fixed firefighting systems have been serviced, flexible hoses for CO2 system have been replaced every 10 years and do not have any loose hoses, and the system has been reactivated.
- ☐ Fire line isolating valve between the engine room (ER) and deck has been tested and is working properly.
- ☐ Foam systems, where fitted, have had analysis samples taken and are operationally ready.
- ☐ Fixed water spray system lines are set for intended use; valves are ready for immediate use.
- ☐ Access to fixed CO2 system (key in glass box) to be readily available.

FIRE CONTROL PLANS

- ☐ Fire control plans are up to date with appropriate IMO markings and symbols. Fire control plans are posted in a conspicuous location in the accommodation and in weathertight containments near the evacuation stations.
- ☐ Emergency control stations are clean and equipped with applicable safety equipment.
- ☐ Remote and quick closing devices are in good operating order.

LIFE JACKETS WITH LIGHTS AND WHISTLES

- ☐ The correct number and location are clearly shown on the safety plan and are located on board. Lifejacket lights expiry dates to be checked.

CABLE PENETRATIONS

- ☐ Cable penetrations in accommodation bulkheads (wheelhouse/radio room, accommodation trunk, etc.) are all effectively sealed.

PSC CATEGORIES: CARGO AREA

LIFERAFTS

- ☐ Liferafts have been serviced by an approved servicing company.
- ☐ Liferaft hydrostatic releases are correctly connected and have valid service certificates and/or expiry dates.
- ☐ Liferafts are properly secured.
- ☐ Launching arrangements are in good condition (as applicable) with no obstructions for float-free operation.

LIFESAVING EQUIPMENT

- ☐ Lifebuoys — the correct number is identified by type with line, light or smoke as applicable, and with legible vessel markings (number of lifebuoys for cargo ships, minimum 8 nos. for L(length) <100m; 10 nos. for 150m>L > 100m; 12 nos. for 200>L > 150; 14 nos. for L > 200. This may vary based on vessel type and flag additional requirements.

  Note: Pilot lifebuoy as per MSC.1/Circular.1331 and MSC.1/ Circular 1618 are not to be considered as part of the SOLAS required lifebuoys.
- ☐ At least one lifebuoy on each side of the vessel is to be fitted with a non-kinking buoyant heaving line of at least 8 millimeters (mm) diameter. The length should be at least twice the distance from the lightest sea-going waterline to the stowage position or 30m, whichever is greater.
- ☐ At least half of the total number of lifebuoys are to be fitted with self-igniting lights for a period of at least two hours. Additionally, at least two of these lifebuoys are fitted with self-activating signals that emit high visibility smoke for at least 15 minutes.
- ☐ If the lifebuoy is intended to operate the quick-release arrangements provided for self-activated smoke signals and self-igniting lights, its mass should not be less than 4 kg.

HATCH COVERS AND WEATHERTIGHT CLOSING APPLIANCES

- ☐ Hatch covers and weathertight closing appliances are in proper working condition and have been checked for missing or damaged automatic drains, gaskets, cleats, wedges and securing devices.
- ☐ Hatches are tight and properly fitted.
- ☐ Where required, there is safe access to the bow.

CARGO CONTROL ROOM

- ☐ Oil discharge and monitoring equipment is functioning properly and has not been tampered with as applicable.
- ☐ Ballast water and cargo oil tanks gauges are functional, and level alarms are working.
- ☐ Bilge alarms are functional for various spaces, i.e., boatswain stores, cargo holds, cofferdams, duct keel, void spaces and pump room as applicable.
- ☐ Inert gas system (flue gas), inert gas generating system, N2 system as applicable are functional, and alarms tested, i.e., oxygen hi/hi-hi alarm, deck seal hi/hi-hi alarms, scrubber alarms, etc.
- ☐ Oil/chemical carrier cargo tank hi level, hi-hi level alarms are functional as applicable.
- ☐ Gas carrier cargo tank hi level, hi-hi level, extreme hi-hi level alarms are functional as applicable.
- ☐ Gas detection system alarms located in ballast water tanks, pump rooms, and other spaces are functional as applicable, i.e., for H2S and others

- [ ] Fixed hydrocarbon system for the pump room is functioning properly

PSC CATEGORIES: MAIN DECK

LIFEBOATS/RESCUE BOAT

- [ ] The lifeboat (rescue) structure (hull integrity, seats/ thwarts, flooring, releasing hook connections to the boat, releasing gear, tiller/gudgeons) has been checked for proper maintenance with no wastage or rot.
- [ ] The engine is in good working condition and has been operationally tested, and the fuel tank is full.
- [ ] The lifeboat (rescue boat) equipment has been checked for proper quantity, expiration date and condition. Equipment includes pyrotechnics (parachute flares, hand flares, smoke signals, etc.); oars, thole pins and crutches; boathooks; bailers and buckets; survival manual; compass and binnacle; sea-anchor, hawser and tripping line; painters; hatchets; water and de-salting apparatus; dipper; drinking cup; food rations; electric torch, spare batteries, bulb; daylight signal mirror; life-saving signals; whistle, sound signal; anti-sickness medicine and seasickness bag; radar reflector; thermal protective aids (TPA); first -aid outfits; jackknife; tin-openers; rescue quoits; manual pump; flashing tackle; engine tools; portable fire extinguisher; search light.
- [ ] Lifeboat/rescue boat painter is connected.
- [ ] Lifeboats (rescue) have been lowered as per schedule and released from hooks to confirm release mechanisms.
- [ ] Required interior equipment has been accounted for.
- [ ] Lifeboat safety belts are of contrasting colors (contrasts with the belts for seats immediately adjacent) (LSA Code 4.6.3.1).
- [ ] Free-fall lifeboats fitted with safety harnesses at each seat are of contrasting color against the seat color and designed to hold a person (securely in place during a free-fall launch and lifeboat in capsized position) (LSA Code 4.6.3.1).
- [ ] Lifeboat window at helmsman's position has clear visibility.
- [ ] Lifeboat hatches are maintained.
- [ ] Lifeboat nonslip surfaces are maintained.
- [ ] Air supply system is maintained with required pressure readable. Bottles are not corroded.
- [ ] Sprinkler system confirmed functional and sprinklers free of damages or blockage.

LIFEBOAT/RESCUE BOAT AND LIFERAFT DAVITS

- [ ] Davits are in good working condition and have been operationally tested.
- [ ] Davits should be checked for wastage, proper hoisting/lowering and braking function.
- [ ] Sheaves and loose gear are not worn.
- [ ] Wires have been serviced and changed out as necessary.
- [ ] Limit switches and winches have been tested.
- [ ] Launching instructions are clearly posted and located in way of emergency lighting.

- [ ] The launching mechanism shall be inspected for satisfactory operation. The launching mechanism shall be so arranged that it may be actuated by one person from a position on the ship's deck (except for secondary launching appliances for free-fall lifeboats, from a position within the survival craft or rescue boat). When launched by a person on the deck, the survival craft or rescue boat shall be visible to that person. (LSA Code 6.1.2.2)

  Note: The cargo ships not fitted with stored mechanical power, the manual hoisting from the stowed position and turning out to the embarkation position of the rescue boat does not need to be actuated from a position within the rescue boat. The hoisting up of a dedicated rescue boat from its stowed position should be considered as part of launching preparation, but not part of the launching process. Therefore, manual hoisting up prior to embarkation may be acceptable for subsequent slewing out. (MSC.1/Circ.1693)

DECK

- [ ] Excessive corrosion, cracking, buckling — if found should be immediately reported to the local ABS office.
- [ ] Handrails are intact and in accordance with load line regulation. Rails fitted on superstructure and freeboard decks shall have three courses. The opening below the lowest course of the guard rails shall not exceed 230mm (9 inches) and other courses shall be not more than 380mm (15 inches).
- [ ] Handrails on the sides of deck are fitted with supporting bracket at every third stanchion

AIR PIPES AND VENTILATORS

- [ ] Air pipes and closure devices are checked for wastage and proper operation.
- [ ] Closure devices have been opened and the flame screen checked.

SHORE CONNECTIONS

- [ ] At least one international shore connection for firefighting is on board. Unit includes flange, gasket, bolts, nuts, washers (bolts and nuts; 4 nos., each 16mm diameter, 50mm length).
- [ ] Electrical shore connections have proper connections and are functioning.
- [ ] MARPOL Annex I and IV standard discharge connections where required have proper fittings, are marked and have proper intact drip coamings (MARPOL Annex I; bolts and nuts; 6 nos., each 20mm diameter with suitable length, MARPOL Annex IV; bolts and nuts; 4 nos., each 16mm diameter with suitable length).

LADDERS

- [ ] Accommodation ladders (also known as gangways) are free of any apparent defects (fractured steps, side ropes, etc.), and the gangway safety net has been prepared and correctly rigged. Records of five verified yearly load tests and confirm marking of load tests correspond to the test certificate.
- [ ] Pilot ladders are free from any apparent defects (rigging and securing arrangements are maintained including shackles are free from rust and corrosion; treads and stoppers are not disintegrated/dislodged; rope construction type, size and knots are maintained per manufacturer instruction, chaffing protection on knife-edge). To confirm date of testing or replacement. Pilot ladder over 30 months old subject to ladder and step attachment strength test (SOLAS V/23.2.3 and ISO 799-1:2019).
- [ ] Embarkation ladders are free from any apparent defects (rigging and securing arrangements are maintained including shackles are free from rust and corrosion; treads and stoppers are not disintegrated/dislodged; rope construction type, size and knots are maintained per manufacturer instruction.

LOAD LINE – DRAFT MARKS

- [ ] Port and starboard load line marks checked and confirmed to be clearly visible.
- [ ] Draft marks are clear to read.

PSC CATEGORIES: ENGINE ROOM

MAIN FIRE PUMPS

- [ ] The main fire pumps are to be in proper working condition — gauges operational, priming pump functioning, remote starting is operational (if applicable) and pumps are capable of taking sea suction and maintaining the required line pressure.
- [ ] Operating instructions are posted in plain view.

MACHINERY SAFETY SYSTEMS

- [ ] Valves are free from obstruction and are in operational condition.
- [ ] All main and auxiliary machineries safety systems are operational without permanent display of alarms present (excluding for maintenance work).
- [ ] All FO tank sounding pipes are closed, and quick closing valves (QCVs) are working correctly, i.e., QCVs are not blocked or permanently obstructed. For pneumatically operated QCVs, the supply from the tank is always in open position.

ELECTRICAL INSTALLATION

- [ ] Main and emergency switchboards, and feeder panels are clear of any low insulation readings. No loose or pulled-out wires are visible, especially during ongoing maintenance.
- [ ] Switchboards are to be provided with insulated matting both in front and behind. Enclosures are in place and secure.
- [ ] Maintenance and testing records for breakers are maintained.
- [ ] Cable penetrations between fire division zones are effective with no signs of deterioration.

CLEANLINESS

- [ ] Excess oil leaks from engines, bilges, containment areas and FO/LO processing areas have been rectified and areas cleaned.
- [ ] Repair damaged lighting and/or replace burned bulbs.
- [ ] Fire hydrants and hose stations are clean and in good working order.
- [ ] Thermal insulation is to be properly secured, not to be oil soaked.
- [ ] No oil-soaked rags are left on decks, in the bilge or bilge wells.
- [ ] Tools and equipment are stored properly, and emergency exits are clear.

POLLUTION PREVENTION BY SEWAGE SYSTEM (MARPOL ANNEX IV)

- [ ] Sewage treatment plants are fully operational, including aeration blowers, sight tube, alarm panel, etc.
- [ ] Sewage treatment system is operational and not leaking.

POLLUTION PREVENTION BY GARBAGE SYSTEM (MARPOL ANNEX V)

- [ ] Garbage Management Plan is available on board.
- [ ] Garbage Record Book entries are up to date.

- [ ] Area containing receptacles is to be clean or orderly.

MAIN PROPULSION SYSTEM

- [ ] Components of the main propulsion engine are working correctly.
- [ ] The emergency test control station and/or engine side test station are operating correctly with validation of last test record.
- [ ] There are no visible engine oil leaks.
- [ ] Vessel fitted with exhaust gas cleaning system wash water scrubber overboard to be subject to externally close up examination. If any sign of deterioration should be addressed.
- [ ] MARPOL Annex VI, applicable technical files for each applicable main and auxiliary engines should be available.
- [ ] To confirm, if ship is fitted with overridable Engine Power Limitation (EPL) or Shaft Power Limitation (SHaPoLi) are maintained along with record keeping in Onboard Management Manual (OMM).
- [ ] The record book of the engine parameters should be updated by the Chief Engineer as applicable.

AUXILIARY ENGINES AND EQUIPMENT

- [ ] Auxiliary engines and attachments have been tested to confirm that gauges, emergency shutdowns, automatic changeovers and QCVs are operating. The FO supply valves for the D/Gs' can be remotely isolated/closed from a secure position away from the D/Gs'.
- [ ] Auxiliary engine fuel oil leakage alarms are working and drain valves are in closed position.
- [ ] Auxiliary engines safety devices (low pressure, high temperature alarms, low-low pressure shut down) tested and confirmed effectively operating.
- [ ] MARPOL Annex VI, the EIAPP certificates and technical files for each engine should be available.
- [ ] The record book of the engine parameters should be updated by the Chief Engineer as applicable.
- [ ] There are no visible engine oil leaks.

OILY WATER SEPARATOR (OWS) EQUIPMENT (MARPOL ANNEX I)

- [ ] Check to see that oily water separator equipment and 15 parts per million (ppm) alarm have been operationally tested, including automatic stopping devices, alarms, piping systems and gauges, and found properly functioning.
- [ ] Confirm that no unauthorized piping or electrical modifications have been made per the original equipment manufacturer (OEM).
- [ ] The OWS installed on or after 1 January 2005, during testing to confirm; (i) receive of a bilge alarm within five seconds between an alteration of sample being supplied to the 15 ppm bilge alarm and the ppm display showing the correct response (ii) automatic stop of overboard discharge valve within 20 seconds overall response time (inclusive of five seconds response time for the alarm) between an effluent discharge from the 15 ppm bilge separator exceeding 15 ppm, and the operation of the automatic stopping device preventing overboard discharge (MEPC. 107(49)/4.2.6/ 6.2.1).
- [ ] Effluent sampling line to the oil content monitor is uninterrupted. If cock is fitted, it should always be in open position and so labelled (reference MEPC. 107(49).
- [ ] Confirm a sampling point is located on a vertical section of the water effluent piping as close as possible to the 15 ppm Bilge Separator outlet (reference MEPC. 107(49)/6.1.1).
- [ ] Verify that the Oil Record Book has been filled out correctly and signed by the Chief Engineer and Master, as per MARPOL Annex I.

HIGH PRESSURE FUEL LINES

- [ ] High-pressure fuel lines are jacketed and spray shields in place as required.

PORTABLE AND FIXED FIREFIGHTING SYSTEMS

- [ ] Systems have been serviced as required and extinguishers are properly marked with date of servicing. The firefighting system is readily available to use at all times.
- [ ] Water mist/water spray nozzles are free from any obstructions in engine room, accommodation space, open deck (as applicable).
- [ ] Machinery space fire hoses are correct length (15m maximum).
- [ ] Boiler burner location is provided with sand box.
- [ ] Visual examination of fixed firefighting system nozzles.

INCINERATORS (MARPOL ANNEX VI)

- [ ] Valid IMO Type Approval Certificate is available.
- [ ] Manufacturer's operating manual is available.
- [ ] Incinerator alarms and safety devices are all fully operational, i.e., interlocks, trips and shutdowns.
- [ ] Refractory for combustion chambers and doors are maintained.
- [ ] Confirm there are no leaks.

INSULATION

- [ ] A-60 Insulation is intact in all areas (emergency escape trunks, etc.)
- [ ] A-60 Insulation for steel and aluminum structures, deck or bulkhead insulation must extend at least 450mm beyond any penetration, intersection or end points. (SOLAS II-2/9.3.4)

PSC CATEGORIES: WORK SPACES (PUMP ROOM, STEERING FLAT, EMERGENCY GENERATOR ROOM ETC.)

EMERGENCY FIRE PUMP(S)

- [ ] The emergency fire pumps are in proper working condition — gauges operational, priming pump functioning, remote starting is operational (if applicable) and pumps are capable of taking sea suction and maintaining the proper line pressure.
- [ ] Operating instructions are posted in plain view.
- [ ] In cases where the sea chest for emergency fire pump is fitted inside the machinery space and the suction valve is operated from a position within the same compartment as the emergency fire pump, verify/confirm that the suction pipe within the machinery space is enclosed in a substantial steel casing or insulated to A-60 structural fire protection standards. In addition, confirm that the remote operation of the suction valve from the compartment containing the emergency fire pump is fully functional.

STEERING GEAR

- [ ] The main and emergency steering gear has been tested and is functioning properly with no visible hydraulic leaks.

- ☐ Steering gear gyro compass repeater should have no deviation error.
- ☐ The steering gear compartment must be equipped with suitable arrangements to help ensure safe working access to the steering gear machinery and controls. These arrangements are required to include handrails, along with either gratings for walking on or another type of non-slip surface, to provide safe working conditions in the event of hydraulic fluid leakage. (SOLAS II-1/29.13).

EMERGENCY POWER

- ☐ The emergency generator has been operationally tested and is capable of coming online automatically within 45 seconds. In many designs, a "test switch" is used to simulate the blackout condition for testing purposes. However, in some cases, it has been found that even though the "test switch" was used for testing, when a true blackout occurred, the emergency generator did not properly auto-start and transfer the electrical load to the emergency generator due to actual circuit was not energized (SOLAS II-1/42.3.1)
- ☐ Confirm that emergency generator room, engine power having more than 375 kW (not the alternator); provided with fixed fire extinguishing system as considered under Category A machinery space.
- ☐ Emergency generator fuel oil tank is full, and if over 500L the fitted quick closing valve is operational.
- ☐ Emergency lighting is operationally tested, and any defective lights replaced.
- ☐ A transitional source of power (as applicable) and emergency power batteries have been checked for proper operation.

PORTABLE AND FIXED FIREFIGHTING SYSTEMS

- ☐ Systems have been serviced as required and extinguishers are properly marked with date of service.

PSC CATEGORIES: PORT ARRIVAL

PRE-ARRIVAL

- ☐ Accidental damage that is suffered while sailing to the port of call must be submitted to the port State with details on the circumstances of the accident, damage suffered, remedial action and information about notification to the flag State.

INCREASED CHANCES OF PORT STATE ACTIVITY

- ☐ First time being in the region in the past year.
- ☐ Vessel has not been inspected in the last six months.
- ☐ Deficiencies were found at last port State inspection.
- ☐ Vessel has been detained in the last year.
- ☐ Periodic inspections by memorandum of understanding (MoU) countries are determined based on risk profile. The generic factors used for the risk factors are age, ship type, inspection frequency based on last attendance and their findings. These determine the future inspection window, e.g., high risk ships (between five to six months from the last inspection), standard risk ship (between 10–12 months from the last inspection), low risks ships (between 24–36 months from the last inspection).

ISM CODE: PSC ISM-RELATED DEFICIENCIES

ISM ELEMENT 2: SAFETY AND ENVIRONMENTAL PROTECTION POLICY

- ☐ A Safety and Environmental Protection (SEP) policy, understood and supported by the crew, provides strong evidence of an overall effective implementation of the company's SMS.
- ☐ The policy posters are displayed at prominent locations.
- ☐ The policy is properly controlled, and the latest revision is in use.
- ☐ Crew members can demonstrate a satisfactory level of awareness of the SEP policy.
- ☐ Safety and environmental objectives and targets established in the SMS are consistent with those contained in the policy statement.
- ☐ Onboard procedures and practices support and contribute to the successful achievement of objectives and targets established by the company.

ISM ELEMENT 3: COMPANY RESPONSIBILITIES AND AUTHORITY

- ☐ The provision of support, allocation of resources and overall commitment of the company is vital for the effective implementation of the SMS on board the vessel.
- ☐ Responsibility, authority and lines of reporting of key personnel are clearly defined and documented.
- ☐ Crew personnel can demonstrate a satisfactory level of awareness of their duties and responsibilities as detailed in the SMS.
- ☐ If day-to-day operations of the vessel have been delegated to a management company, evidence of this delegation is available.
- ☐ Requisitions for supply of stores, spares and requests for repairs are being followed up by the shore-based management in a timely manner.
- ☐ There is evidence of follow up action and monitoring by shore-based management over documented and reported outstanding nonconformities and deficiencies.

ISM ELEMENT 4: DESIGNATED PERSONS

- ☐ The ISM Code places a special responsibility on the designated person ashore (DPA). The nominated person must hold the relevant qualification and experience, and demonstrate the commitment required by the position.
- ☐ Identity and contact details of the DPA have been reported to the flag Administration, if required.
- ☐ The DPA has direct access to the top management of the company.
- ☐ Qualifications, experience and training of the DPA meets the IMO guidance contained in the Annex to MSC-MEPC.7/Circ.6.
- ☐ The crew are aware of the identity and contact details of the DPA.
- ☐ There is evidence to show that the DPA is engaged in monitoring the safety and pollution prevention aspects of all vessel operations.

ISM ELEMENT 5: MASTER'S RESPONSIBILITY AND AUTHORITY

The Master has the responsibility to ensure that the requirements specified in the company's SMS are being observed. To this end, the Master needs to be completely familiar with the SMS and be given the necessary support and overriding authority to make decisions relating to safety and pollution prevention.

- ☐ Master can demonstrate familiarity with their role and responsibility under the ISM Code.
- ☐ The SMS contains a clear statement giving the Master overriding authority to take decisions relating to safety and pollution prevention and to ask for assistance from the company when needed.
- ☐ Master is aware of where this overriding authority is documented in the SMS and can explain the intent of this provision.
- ☐ Master's review of the SMS has been carried out as specified in the SMS and that it is effective.
- ☐ Master's standing and night orders are current and in accordance with SMS.
- ☐ Master is verifying that crew is observing the procedures and processes specified in the company's SMS.

ISM ELEMENT 6: RESOURCES AND PERSONNEL

- ☐ The SMS must ensure that all personnel, including the crew are competent, properly qualified, medically fit and given the proper training and familiarization to safely and efficiently perform their assigned responsibilities.
- ☐ Crew on board meet or exceed the minimum safe manning criteria established by the flag Administration, and the vessel is appropriately manned in order to maintain safe operations on board under all conditions.
- ☐ Officers and ratings hold valid certificates and endorsements as per the International Convention on Standards of Training, Certification and Watchkeeping (STCW).
- ☐ All crew hold valid medical fitness certificates.
- ☐ The Master is fully conversant with the company's SMS.
- ☐ Shipboard familiarization and safety training of crew have been carried out as per the SMS.
- ☐ Crew members can effectively communicate as a team in the execution of their duties.
- ☐ Crew members can demonstrate their familiarity with the SMS commensurate to their roles and responsibilities.
- ☐ Shipboard officers are familiar with relevant rules and regulations covered by the SMS.
- ☐ Company and Ship Security Officers (SSO) are qualified and hold valid certificates as required by the Administration.
- ☐ Watchkeeping schedules have been established, and a record of hours of rest is being maintained as per the STCW and MLC requirements (per Regulation 2.3 of the convention in addition to others; (i) maximum hours of work shall not exceed 14 hours on any 24-hour period and 72 hours in any seven day period, or (ii) minimum hours of rest shall not be less than 10 hours in any 24 hours period and 77 hours in any seven day period).

ISM ELEMENT 7: SHIPBOARD OPERATIONS

- ☐ Key shipboard operations that can affect safety and pollution prevention must be backed by documented procedures with responsibilities assigned to qualified personnel.
- ☐ The SMS contains documented procedures for key shipboard operations, including enclosed space entry procedures. A list of enclosed spaces and their markings at entrances should be specified.
- ☐ Roles and responsibilities have been clearly assigned to qualified personnel who are able to demonstrate their familiarity with assigned tasks.

- ☐ Voyage passage planning is carried out from berth-to-berth.
- ☐ Navigational charts and publications for the intended passage are available on board and have been updated to the latest notices to mariners. Periodic updates to ECDIS are carried out as applicable.
- ☐ Ship stability and stress calculations for different stages of the voyage are being carried out.
- ☐ Bridge and engine room checklists (arrival, departure, testing controls, watchkeeping, etc.) are being followed.
- ☐ Permit to work (hot work, entry into enclosed spaces, working aloft, lock out-tag out) procedures are being complied with.
- ☐ Suitable personnel protective equipment is being used by the crew.
- ☐ Bunker and fuel transfer procedures are complied with.
- ☐ Procedures for operations with low sulfur fuel oil are being followed, as applicable.
- ☐ The ballast water exchange plan is complied with as per regulations.
- ☐ The waste management plan is properly implemented.
- ☐ A safe means of embarkation and disembarkation is available.
- ☐ Wheel House (WH) poster, Maneuvering booklet, Pilot Card, as applicable, are available.
- ☐ The EPL/SHaPoLi procedure (if applicable).

ISM ELEMENT 8: EMERGENCY PREPAREDNESS

- ☐ The company should identify all potential emergency situations that can affect its fleet, develop contingency plans to mitigate the adverse impact of emergencies, and periodically test the contingency plans to validate their effectiveness and train and familiarize the crew.
- ☐ Crew emergency response plans and muster lists are current and up to date.
- ☐ Personnel are familiar with their muster stations and assigned duties.
- ☐ Contingency plans for potential emergency situations are available.
- ☐ Drills as required by SOLAS and as per the company's SMS have been carried out, i.e., every month — abandon ship and fire drill; every two months — enclosed space entry and rescue drill; every three months — emergency steering drills, damage control drill for passenger ships. Frequency of drills may vary based on the vessel type, individual flag Administration requirements etc.
- ☐ Emergency exercises with the shore-based emergency response team have been carried out as required by the SMS.
- ☐ Post-drill analysis to identify weaknesses and lessons learned is carried out for continuous improvement.
- ☐ Personnel are able to satisfactorily demonstrate preparedness during emergency drills.
- ☐ Emergency contact information for the shore-based emergency response team is updated and kept current.
- ☐ All safety equipment is readily available and adequately maintained.
- ☐ Fire control plans are up to date and current.
- ☐ Means of escape and access are not obstructed. In case the engine room emergency escape trunk is not at the same level as the lowest platform, detailed evacuation procedures are to be included in the SMS and/or other instructions by the flag Administration (applicable to vessels with KL on/or after 1 January 2016).

ISM ELEMENT 9: REPORTS AND ANALYSES OF NONCONFORMITIES, ACCIDENTS AND HAZARDOUS OCCURRENCES

- ☐ Accidents, incidents, near misses and nonconformities must be reported and analyzed to determine the root cause. Appropriate timely corrective actions must be taken to prevent recurrence. Data collected is to be used for trending and continuous improvement.
- ☐ All accidents, incidents, injuries and near misses are reported.
- ☐ Accidents, incidents, injuries and near misses are recorded and investigated to determine the root cause.
- ☐ Timely corrective action, including actions to prevent recurrence, are taken and records maintained.
- ☐ Nonconformities reported accidents and incidents are closed out in a timely manner after verification of effectiveness of action taken.
- ☐ Follow-up actions and monitoring by shore-based management of reported cases and actions taken are evident.
- ☐ Following a PSC or flag detention, corrective action taken must not be limited to the deficiencies identified by external authorities. Action is taken to identify and resolve other similar deficiencies which may exist on board.

ISM ELEMENT 10: MAINTENANCE OF THE SHIP AND EQUIPMENT

This element addresses areas in the SMS where the highest percentage of nonconformities and deficiencies are identified. A vast majority of detainable PSC ISM deficiencies (Code 30) relate to ship maintenance and equipment.

- ☐ The vessel is clean, tidy, habitable and well illuminated.
- ☐ There is no evidence of excessive corrosion and/or wastage on exposed decks and fittings.
- ☐ The ship has implemented and is maintaining an effective planned and/or preventive maintenance system (PPMS).
- ☐ Overdue maintenance items are periodically reviewed and addressed as appropriate.
- ☐ Inspection of the vessel is carried out as established in the SMS and identified defects are dealt with.
- ☐ No unauthorized repairs, modifications or alterations have been carried out.
- ☐ Machinery and hull defects including breakdowns have been reported to the company.
- ☐ Reported defects are being monitored by the company and timely corrective action is implemented to rectify them.
- ☐ There is no accumulation of oily water residues in the machinery space bilges or on the tank tops.
- ☐ Air pipes, sounding pipes, ventilators and closing appliances are properly maintained and are fully operational.
- ☐ Lifeboat/rescue boat lowering winch/davits are being maintained/serviced and are in good operational condition.
- ☐ Critical and standby equipment and systems have been identified and routine testing is carried out.
- ☐ A sufficient stock of spares and stores is available on board as required by the SMS.
- ☐ Records of maintenance and test activities are available.

ISM ELEMENT 11: DOCUMENTATION

- ☐ All documentation relating to the SMS must be controlled and available at all relevant locations to ensure safe and pollution-free operations.
- ☐ All class, statutory and other applicable certificates relevant to the ship are available and valid.

- ☐ The latest revisions of the SMS manuals, procedures and records are readily available at relevant locations.
- ☐ The latest editions of publications required by the vessel's flag Administration are available.
- ☐ A copy of the company's ISM DoC with the latest endorsement is available.
- ☐ Deck, engine, GMDSS and other applicable official logbooks are maintained and up to date.
- ☐ The correct format of the Oil Record Book is in use on board and kept up to date. Electronic record books can be used if authorized by flag Administration (MEPC.314(74)).
- ☐ Latest issue of the Continuous Synopsis Record (CSR), including previous versions of CSR are retained on board.

ISM ELEMENT 12: COMPANY VERIFICATION, REVIEW AND EVALUATION

- ☐ The company must ensure that the SMS is effectively implemented and fosters continuous improvement through a system of internal audits and management reviews.
- ☐ Internal audits have been carried out at intervals not exceeding 12 months by qualified auditors who are independent of areas audited.
- ☐ External audits have been carried out as required by the ISM Code.
- ☐ Audit reports are available on board.
- ☐ Audit findings are being tracked to closure.
- ☐ Timely corrective action, including action(s) to prevent recurrence has been taken to close out audit findings.
- ☐ Shore-based management is monitoring and providing the necessary support in implementation of corrective actions.
- ☐ The company has developed and implemented a procedure for risk assessments.
- ☐ Periodic verification has been performed to confirm that individuals undertaking delegated ISM-related tasks are acting in conformity with the company's responsibilities under the code.
- ☐ Appropriate safeguards have been established against all identified risks to the ship, personnel and the environment.
- ☐ Management reviews include discussion on the effectiveness of the SMS and records are available.

INTERNATIONAL SHIP AND PORT FACILITY SECURE (ISPS) CODE

- ☐ Ship must implement the security measures as per the approved ship security plan.
- ☐ There is an approved Ship Security Plan (SSP) on board, and all security measures are implemented for the applicable security level.
- ☐ Master, SSO and crew members are aware of all levels of ship security and applicable procedures at each level.
- ☐ The SSO and other personnel with security duties are trained and certified in accordance with STCW requirements.
- ☐ Master and SSO are aware of their responsibility of periodically reviewing security measures and recommending changes to the SSP as appropriate.
- ☐ Access to the ship is controlled and crew members on watch are familiar with the access control measures at each security level. This includes control measures applied at ladders, gangways, ramps, doors, side scuttles, windows, ports, cranes, hoisting gears, etc., as applicable.

- ☐ Restricted areas have been identified, and crew members are aware of access control measures applied to these areas.
- ☐ All security equipment necessary for maintaining the security levels, as listed in the SSP, is in working condition.
- ☐ Stores, spares, provisions are searched in accordance with the SSP, and crew members are aware of their responsibilities.
- ☐ Shipboard security training and drills are periodically carried out in accordance with SSP.
- ☐ Security incidents and breaches of security are documented, and timely corrective and preventive actions are taken.

Following records of security activities are maintained on board:

- ☐ Training, drills and exercises.
- ☐ Security threats and security incident reports.
- ☐ Changes in security level.
- ☐ Communications relating to the security of the ship such as specific threats to the ships or to port facilities are received in timely manner.
- ☐ Declaration of Security (DOS) for last 10 port calls.
- ☐ Internal audit report(s).
- ☐ Periodic reviews of Ship Security Assessment and SSP.
- ☐ Maintenance, calibration and testing of security equipment identified in the SSP.

ILO MARITIME LABOUR CONVENTION (MLC, 2006)

MINIMUM AGE

- ☐ All seafarers on board are at least 16 years of age or as required by the flag State.
- ☐ Seafarer under the age of 18 is not working at night (except under an approved training program).
- ☐ Seafarers under the age of 18 are not carrying out tasks that are likely to jeopardize their safety or health.

MEDICAL CERTIFICATION

- ☐ Seafarers are not allowed to work if they are not medically fit.
- ☐ Seafarers have been issued a medical examination certificate by a qualified medical practitioner in accordance with the national law.
- ☐ Medical certificate validity should not be more than two years for seafarer 18 years or more and one year for seafarer less than 18 years of age.
- ☐ Seafarers holding color vision certificates does not exceed six years of validity or any other time frame impose by flag State.
- ☐ Seafarers with restrictions on their medical certificates do not attend to any task where the restriction applies.
- ☐ Medical certificates are in the English language if the ship is engaged in international voyages.

QUALIFICATIONS OF SEAFARERS

- ☐ Seafarers are trained or certified in accordance with the STCW convention, and minimum requirements of the Safe Manning Document (SMD) are met.
- ☐ All seafarers have completed training for personal safety on board the ship.

SEAFARER EMPLOYMENT AGREEMENTS

- ☐ Copy of seafarer employment agreement (SEA) and collective bargaining agreement (CBA) as applicable are available on board.
- ☐ Each SEA is signed by the seafarer and the ship owner or an authorized representative of the shipowner.
- ☐ All SEA address requirements of the Standard A 2.1 and are consistent with applicable national standard(s).
- ☐ The SEA is written in the English language and does not contain any clause that violates seafarers' rights.

USE OF ANY LICENSED OR CERTIFIED OR REGULATED PRIVATE RECRUITMENT AND PLACEMENT SERVICE

- ☐ Documentary evidence indicates that private recruitment and placement service(s) employing seafarers on behalf of the shipowner is (are) operated in accordance with the convention.
- ☐ Private recruitment and placement services are authorized by the member State in whose territory they operate or certified in accordance with Regulation 1.4 of the convention.
- ☐ Seafarers are not charged for recruitment and placement services.

HOURS OF WORK OR REST

- ☐ Work schedule at sea and in port conforms to the requirements of the convention.
- ☐ Work schedule is written in the English language and working language of the ship and posted in relevant locations.
- ☐ Records of hours of work or rest are maintained in a format specified/accepted by the flag State (per Regulation 2.3 of the convention in addition to others; (i) maximum hours of work shall not exceed 14 hours on any 24-hour period and 72 hours in any seven day period, or (ii) minimum hours of rest shall not be less than 10 hours in any 24-hour period and 77 hours in any seven day period).

MANNING LEVELS FOR THE SHIP

- ☐ Ship complies with the SMD or equivalent issued by the flag State.
- ☐ Sufficient number of seafarers are on board to ensure safety and security under all conditions, considering seafarer fatigue and the nature and conditions of voyages undertaken.

ACCOMMODATION AND ONBOARD RECREATIONAL FACILITIES

- ☐ Documentary evidence confirming that accommodation is built to the applicable national standard(s).
- ☐ Heating, lighting, ventilation systems and other fittings and fixtures are in good working condition.
- ☐ Separate sleeping rooms and sanitary facilities are provided to men and women seafarers.
- ☐ Sanitary facilities are adequate for number of personnel on board and functional.
- ☐ Hospital is maintained in accordance with the national requirements and used only for taking care of sick seafarers.

- [ ] Laundry facilities, recreational facilities and amenities, including social connectivity (i.e., internet access) are adequate and function correctly.
- [ ] Noise and vibration, including other ambient factors, are controlled and within limits as specified under national requirements.
- [ ] Periodic inspection records of the accommodation, including mess rooms and recreational facilities are available.

FOOD AND CATERING

- [ ] Food and drinking water of adequate quantity, nutrition and quality are provided.
- [ ] Seafarers are not charged for food and drinking water.
- [ ] Ship's cook is at least 18 years of age and trained and qualified for the position.
- [ ] Periodic inspection records of food, drinking water, food preparation, storage and handling areas are available.
- [ ] Catering facilities are hygienic and fit for this purpose. Confirm that the cleanliness is maintained in the galley, pantry, food storage area, stock control area, etc.

HEALTH AND SAFETY AND ACCIDENT PREVENTION

- [ ] Health and Safety Policy is available and understood by all seafarers.
- [ ] Programs for prevention of occupational accidents, injuries and diseases are implemented.
- [ ] Safety committee meetings are periodically conducted and documented.
- [ ] Personnel protective equipment (PPE) is available to seafarers.
- [ ] A risk assessment is taken into consideration for the work assignment.
- [ ] Accidents are investigated and reported.

ONBOARD MEDICAL CARE

- [ ] Seafarers are provided with appropriate health protection and medical care, including dental care on board the ship at no cost.
- [ ] Personnel with appropriate STCW qualifications are on board to provide medical care or first aid (where medical doctors are not required to be carried on board).
- [ ] Medical chests, medical supplies and equipment meet national requirements.
- [ ] International Medical Guide for Ships and medical report forms are maintained on board.

ONBOARD COMPLAINT PROCEDURES

- [ ] Seafarers are provided with a copy of the onboard complaint procedure in the working language of the ship.
- [ ] Seafarers are familiar with the onboard complaint procedure, including prohibition on victimization for filing a complaint.
- [ ] Seafarers understand that they have a right to file a complaint directly with the ship's Master or external authorities.
- [ ] A complaint log, including disposition of each complaint, is maintained on board.

PAYMENT OF WAGES

- ☐ Seafarers are paid regularly in accordance with SEA (including CBA if any), at least monthly.
- ☐ Monthly wage slips/pay stubs are provided to each seafarer, and no unauthorized deductions are made.
- ☐ Charges for remittances and allotments, including exchange rates, are in accordance with national requirements.

FINANCIAL SECURITY FOR REPATRIATION AND SHIPOWNER LIABILITY

- ☐ Evidence of financial security confirms that financial security is available on board and includes an attestation from the financial security provider that the financial security meets the requirements of Standard A 2.5.2. Standard A 4.2.1.
- ☐ Financial security documents include name of the ship, port of registry, call sign, IMO number, name and address of the provider or providers of the financial security, contact details of the persons or entity responsible for handling seafarers' requests for relief, name of the shipowner and period of validity of the financial security.
- ☐ A copy of the financial security is posted in a conspicuous place on board where it is available to the seafarers. Where more than one financial security provider provides cover, the document provided by each provider are carried on board.

EXAMPLE OF DEFICENIES

- ☐ Emergency fire pump inoperative, e.g., unable to build pressure, self-priming pump nonfunctional.
- ☐ Lifeboat, rescue boat inoperative, i.e., engine unable to start, emergency release mechanism defective, hull damaged.
- ☐ Fire doors are not closing properly or fitted with hooks and kept open.
- ☐ Oily water separator malfunctioning.
- ☐ Oil discharge monitoring equipment (ODME) malfunctioning.
- ☐ Fuel oil, lubricating oil quick closing valves nonoperational, blocked permanently or obstructed.
- ☐ The CBA/SEA is missing for seafarers.
- ☐ Working and rest hours are not maintained. Seafarer working/rest hours don't match with actual work hours, e.g., logbook, worksheet.
- ☐ Sounding pipes not fitted with permanent closure means (e.g., fitted with wooden plug).
- ☐ Wasted ventilators, ventilators non-return valves inoperative or missing.
- ☐ Exhaust manifold lagging missing or disintegrated (e.g., for main engine, auxiliary engines).
- ☐ Insulation on piping damaged/disturbed.
- ☐ Insulation in emergency escape trunk missing and/or not in accordance with SOLAS requirements.
- ☐ Cleanliness of cold rooms and/or inoperable alarms.
- ☐ Poor drill execution.

RESOURCES

IF YOUR SHIP IS DETAINED

ABS is ready to assist the owner and/or Master with clearing the vessel from a port State detention. Owners and representatives are reminded of their obligation to notify ABS, in accordance with the ABS Rules for Building and Classing Marine Vessels 1-1-8/5, when a vessel is being detained by a port State authority or flag Administration. If the owner does not notify ABS of a detention, ABS reserves the right to suspend or cancel classification of the vessel or invalidate the applicable statutory certificates.

Europe Operations

Piraeus, Greece

Tel: +30 210-9441-000 or

Tel: +30 210-9441-220

Email: EuropeSurvey@eagle.org

Greater China Operations

Shanghai, China

Tel: 86-21-2327-0888

Marine Email: GCSurvey@eagle.org

Offshore Email: GCSurveyOffshore@eagle.org

PACMEA Operations

Singapore

Tel: +65 6276 8700

Marine Email: PACMEA-SurveyMarine@eagle.org

Offshore Email: PACMEA-SurveyOffshore@eagle.org

North and South America Operations

Houston, TX USA

Tel: +1 (281) 877-6000

Marine and Offshore Email: AmericasSurvey@eagle.org

Local Port Office Contact

Website: www.eagle.org