

MANUAL FOR PSC OFFICERS

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THE MAIN TEXT

1.1

INTRODUCTION

Port State Control is the process by which a nation exercises its authority over foreign vessels when those vessels are in waters subject to its jurisdiction. According to the provisions of the Indian Ocean MOU, each maritime authority shall maintain an effective system of PSC ensuring that foreign merchant ships calling at a port of its State or at an off-shore installation or anchored off this port comply with the standards laid down in the relevant instruments.

PURPOSE

The port State control system aims to verify whether foreign flagged vessels operating in waters of the State comply with applicable international conventions. When vessels that are not in substantial compliance with applicable laws or regulations are identified, the PSC system imposes actions to ensure they are brought into compliance.

Inspections are focused on those vessels most likely to be substandard, based on identified risk factors.

The ultimate goal is to identify and eliminate substandard ships from regional waters.

AUTHORITY

PSC activity must be based on the control authority provided under **National laws** or **International conventions**. Compliance with standards other than those provided by relevant instruments in force in the Port State cannot be mandated. It is incumbent upon the PSC officer (PSCO) that they thoroughly research requirements to ensure that any action taken is authorised under an applicable law, regulation or convention. In particular, be careful to ensure the applicability of requirements on older vessels that are often "grandfathered" or exempted from standards established since they were built. On the other hand PSCOs should ensure that no more favourable treatment is given to ships of non-parties or to ships below convention size.

The following international instruments provide the authority for port States to exercise control procedures to secure compliance with applicable convention provisions:

The International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 74), Protocol 1988, the International Convention on Load Lines, 1966 (Load Lines 66), the Protocol of 1988 relating to the International Convention on Load Lines, 1966, the International Convention for Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended (MARPOL 73/78), the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW 78), and the International Convention on Tonnage Measurement of Ships, 1969 (Tonnage 69), hereafter referred to as the applicable conventions.

If a Port State exercises port State control based on International Labour Organisation (ILO) No. 147, "Merchant Shipping (Minimum Standards) Convention, 1976", guidance on the conduct of such control inspections is given in ILO publication *Inspection of Labour Conditions On Board Ship: Guidelines for Procedure*.

In cases of an alleged contravention of the discharge provisions of Annex I and II to Marpol 73/78, the PSC system may be asked by another Authority to visit the ship suspected of the violation in order to obtain information and where appropriate to take samples of any alleged pollutant.

CONTROL PROVISIONS IN THE CONVENTIONS

Regulation 19 of chapter I of SOLAS 74 as modified by SOLAS Protocol 88, regulation 6.2 of chapter IX and regulation 4 of chapter XI of SOLAS 74; article 21 of Load Lines 66 as modified by Load Line Protocol 88; articles 5 and 6, regulation 8A of Annex I, regulation 15 of Annex II, regulation 8 of Annex III and regulation 8 of Annex V of MARPOL 73/78; article X of STCW 78; and article 12 of Tonnage 69 provide for control procedures to be followed by a Party to a relevant convention with regard to foreign ships visiting their ports. The authorities of port States should make effective use of these provisions for the purposes of identifying deficiencies, if any, in such ship which may render them substandard [See 4.1 of Procedures for port State control A.787 (19) Amendments]

1.2

PROCESS OF INSPECTION

SCHEDULING

The advance notice of arrival can anticipate the arrival of most vessels. Arrivals of other vessels may be discovered from information provided by Vessel Traffic Services, local pilots, or local agencies such as the Maritime Administration or Port Authority. High priority vessels entering the PSCOs zones can be identified by means of the targeting procedures. After identifying those vessels to be boarded, the inspections will be scheduled and a boarding team will be assigned. These inspections may also be undertaken on the basis, as mentioned in Section 2.1.2 of IMO Res. A. 787(19) i.e.

- .1 the initiative of the party
- .2 the request of, or on the basis of, information regarding a ship provided by another party; or
- .3 information regarding a ship provided by a member of the crew, a professional body, an association, a trade union or any other individual with an interest in the safety of the ship, its crew and passengers, or the protection of marine environment.

TARGETING

Each Authority will achieve, within a period of 3 years, from the coming into effect of the Memorandum, an annual total inspections corresponding to at least 10% of the estimated number of individual foreign merchant ships, which entered the ports of its State during the calendar year. (See Section 1(1.3) of MOU)

The goal of port State control is to identify and eliminate substandard foreign merchant ships from regional waters and to encourage those committed to trading with the regional states to adopt management philosophies that ensure compliance with accepted standards. In part, focusing

inspection efforts on those vessels most likely to be substandard pursues this goal. This targeting allows PSC resources to be used more efficiently while rewarding well-managed vessels with less frequent controls. A targeting regime is used to identify those vessels most at risk of being substandard. Targeting can be on the basis of “overriding priority for inspection”. It means that specific information or other identifiable criteria indicate a high likelihood that the vessel is substandard.

COMPOSITION OF THE INSPECTION TEAM

Inspections must be carried out by properly qualified person/s, authorised for that purpose. The minimum criteria for PSCOs can be found in Annex 4 of the IOMOU. If at any point of time the PSCO feels that he needs the assistance of a person with required expertise in certain field, he may take the services of another person, provided that, he has no commercial interest either in the port of inspection or in the ship inspected, and must be acceptable to the Port State.

PRE-BOARDING PREPARATIONS

Prior to the arrival of the vessel, the PSCOs must review the available data to determine the activities required for the inspection. Basic information (including: name, flag, call sign, tonnage, date/port of last boarding, recent spills, outstanding discrepancies, status of certificates and documents, etc.) gathered from local sources (agency, classification society, existing historical file of the vessel) or from IOCIS when operational, may be essential to decide which kind of inspection has to be carried out or to indicate specific areas upon which they should focus the inspection.

Some of the guidelines included in the sections of this manual can be helpful for the activity on board. Alternatively, he may carry a consolidated SOLAS 74/78 to get the guidance. Preparing for the inspection, the PSCO could also copy and insert in the special sub division of his inspection checklist (Annex III) those procedural guidelines that should be carried on board.

APPROACHING THE SHIP

As the PSCO approaches the vessel, he shall look for the following, starting from the second step of the Flow Diagram (Annex 1):

- a) Cargo transfer operations;
- b) Evidence of hot work in the vicinity of the transfer;
- c) Placards and labels attached to the cargo being loaded or waiting to be loaded (noting nature of the cargo involved);
- d) Evidence of cargo leaks or pollution dockside, around palletised or containerised cargo, and around the vessel;
- e) Warning signs and signals;
- f) The general condition of the facility (or other vessel) adjacent to the vessel being boarded;
- g) The general condition of the vessel;
- h) The location of the vessel's load line (if the vessel is trim and the load line mark is submerged);
- i) The vessel's draft readings;

- j) Suitability of the moorings and the gangway, including safety net.

BOARDING THE SHIP

The PSCO, depending upon the situation, will proceed to the ship for carrying out the Port State Inspection (PSI). He must ensure that he carries his identity card with him. The flow diagram given in Annex 1 may be used to carry out the PSI.

Upon boarding the vessel, the inspector identifies himself as a port State control officer as appropriate, and asks to see the master or chief mate (or the senior deck officer on duty). He introduces himself and advises that the purpose of his visit is to conduct an initial PSC inspection.

When conducting an initial inspection, he should advise the master that the inspection would consist of a document check, a general examination of the overall condition of the ship including engine room and accommodation. If applicable, it may also include a follow-up on any outstanding deficiencies.

The PSCO should ensure that the master understands that he reserves the right to extend the inspection if “clear grounds” are established to question the validity of the vessel's certificates. When conducting the examination it is advisable to make adequate notes and comments so that all discrepancies noted are easily understood by reviewing officials and vessel personnel.

1.3 TYPES OF INSPECTION

A Port State Control inspection is not a substitute nor intended or desired to be analogous to a survey for certification or Flag State Inspection (FSI). Rather, it is intended to be of sufficient breadth and depth to satisfy the PSC team that the vessel is seaworthy, does not pose a pollution risk, provides a healthy and safe working environment, complies with relevant international conventions and that the crew possesses sufficient proficiency to safely operate the vessel. The inspection is designed to determine that the required certificates are on board and valid, and that the vessel conforms to the conditions required for the issuance of the required certificates. This is accomplished by a walk-through examination and a visual assessment of the vessel's relevant components, certificates and documents, and may be accompanied by a limited testing of systems and the crew. When the examination reveals questionable equipment, systems, or crew incompetence, the PSC team may expand the inspection to conduct operational tests or examinations as deemed appropriate.

Remember that the inspection aide memoir available in the inspection folder is intended as a job-aide, not a “cook book”. The depth and scope of the examination must be determined by the PSCO based on his observations and professional judgement. A satisfactory check may be accomplished simply by sighting a piece of equipment in some cases, while in others it may be necessary to look, question or test more closely.

1.4 INITIAL INSPECTION

It shall normally consist of an examination of the vessel's certificates, licenses and documents and a general examination of the entire vessel in order to check the condition of the ship, its equipment

and crew, as well as the living and working conditions of the crew.

1.4.1 Control exercised by the PSCO should be limited to the following:

- verification that all seafarers serving on board, who are required to be certified, hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration.
- verification that the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements of the Administration; and
- assessment of the ability of the seafarers of the ship to maintain watch-keeping standards as required by the Convention if there are clear grounds for believing that such standards are not being maintained because any of the following have occurred:
 - the ship has been involved in a collision, grounding or stranding, or
 - there has been a discharge of substances from the ship when under way, at anchor, at berth which is illegal under any international convention, or
 - the ship has been manoeuvred in an erratic or unsafe manner whereby routing measures adopted by the Organisation or safe navigation practices and procedures have not been followed, or
 - the ship is otherwise being operated in such a manner as to pose a danger to persons, property or the environment.

1.4.2 Certificates, Licenses and Documents

The examination should include a check for the presence and validity of certificates, licenses and documents as listed under code 0100 of check list at Annex III. In particular:

- ❖ **Safe Manning.** SOLAS Chapter V, Regulation 13, requires all ships of 500 gross tons and over on international voyages to be issued with a safe manning document. This document is to state what the flag state administration considers to be the minimum complement necessary to ensure the vessel is sufficiently and efficiently manned from the safety point of view. There is no standard format for a safe manning document, though some guidance on the elements to be included in the document can be found in IMO resolution A.481(XII) Annex 1 and guidance to be taken into account in determining safe manning can be found in Annex 2 of that IMO resolution A.481(XII). However, there are no specific manning scales, which can be considered as an international standard for assessing the adequacy of the crew complement on a seagoing ship. Therefore, the PSCO must use his good judgement in questioning a flag state's determination for the adequacy of a vessel's manning level.

If the actual number or composition of the crew does not conform to the manning document, the port State will request the flag State for advice as to whether or not the ship should be allowed to sail.

If the actual number or composition of the crew is not brought into accordance with the safe manning document or the flag State does not advise that the ship could sail, the ship may be considered for detention.

If the ship does not carry a safe manning document or an equivalent, the port State will request the flag State to specify the required number of crew and its composition and to issue a document as quickly as possible.

If the flag State does not respond to the request, this will be considered as clear grounds for a more detailed inspection to ensure that the number and composition of the crew is in accordance with the principles laid down in the international relevant instruments.

The ship will only be allowed to proceed to sea if it is safe to do so. **In any such case the minimum standards to be applied will be no more stringent than those applied to ships flying the flag of the Port State.**

In the event of a safe manning document being available, the information in the document is complete, and the required crew complement is consistent with normal expectations for a ship of its size and service, no further action is required with respect to the manning document itself. Attention may then be directed to determining that the crew is appropriately certified as required by STCW 78/95. With respect to the certificates of competency under STCW 78 as amended, see Guidance for Port State Control Officers in respect of certificates of competency issued under the provisions of the STCW Convention.

- ❖ **ISM Code.** Examine Document (DOC) and Safety Management Certificate (SMC) bearing in mind that the latter is not valid unless the operating company holds a valid Document of Compliance for that type of ship. Check required audits and endorsement [**See Guidelines for Port State Control related to ISM Code**]. In the case of interim certificates check whether the issuance meets the requirements of IMO Res.A 788(19) {**See the text of Res.A.788(19) “Guidelines on implementation of ISM Code”**}

In case of absence or inaccuracies of the ISM certification or when there is evidence of a deficient management system, it is possible to proceed to a more detailed inspection of the safety management system itself, **bearing in mind that an inspection for ISM compliance is not an audit.**

1.4.3 General Examination: (consult Flow Diagram in Annex I)

This portion of the initial inspection should integrate the assessment stemming from the approaching moment with a “walk through” conducted on board the vessel with the following purposes in mind:

- a. **Structure:** The PSCO should develop an impression of the maintenance and the general state of the deck and side shell of the vessel to determine its seaworthiness.
 - The condition of items as ladder-ways, guardrails, piping, hatch covers, watertight and weathertight closures and deck plating should be observed.
 - When practical, the internal structural members visible from deck in open cargo bays or upper wing tanks should be observed. The PSCO should look for improper temporary repairs, soft patches, recent welding or other hot work, and seepage from fuel, cargo or ballast tanks and side shell plating.
 - Particular attention should be paid to closing appliances, the means of freeing water

from the deck, and the arrangements for the protection of the crew. Items such as defective hatch closing arrangements, multiple missing dogs, corroded vents and wasted coamings may warrant a further examination.

b. Machinery Spaces: During examination of the machinery spaces, the PSCO will form an impression of the standard of maintenance. Frayed or disconnected wires, disconnected or inoperative reach rods, quick closing valves or machinery trip mechanisms, missing valve hand wheels, evidence of chronic steam, water and oil leaks, dirty tank tops and bilges, or extensive corrosion of machinery foundations are indicative of poor maintenance. A large number of temporary repairs, including pipe clips or cement boxes, indicate a reluctance to make permanent repairs.

c. Life - Saving Equipment: Apart from failure to carry equipment required by a convention or obvious defects such as holed lifeboats, the PSCO should look for signs of disuse of, or obstructions to, boat launching equipment that may include paint accumulation, seizing of pivot points, absence of greasing, condition of blocks and falls, and improper lashing or stowing of deck cargo, condition of lifting hook attachment to the hull.

d. Fire Safety Equipment: For vessels in general, the poor condition of fire mains and hydrants and the possible absence of fire hoses and extinguishers in machinery or accommodation spaces points to a need for close inspection of the fire safety equipment. In addition the PSCO should look for evidence of a higher than normal fire risk. This might be caused by a lack of cleanliness in the machinery space.

e. Navigation Safety: During the initial inspection the navigating officers should be asked if all the equipment was working properly during the last voyage. The inspection may also include an examination of the vessel's logs for required entries, charts and publications.

f. Living and Working Conditions: The PSCO should form a general impression of the overall standards maintained, whilst focusing his attention on the documents and records, on the condition of the food and the potable water supply, as well as the general arrangement and cleanliness of food stores, galleys, pantries, refrigerated chambers and mess-rooms. Toilet and shower accommodation should also be inspected. The standards of operation and the physical maintenance of ventilation, heating, lighting and water system should also be investigated.

If all the certificates, required to be carried by the ship, are valid and the PSCOs general impression and visual observations on board confirm a good standard of maintenance, the PSCO should generally confine the inspection to reported or observed deficiencies, if any.

If, however, during this inspection the PSCO has clear grounds [See Section 2.3 of IMO Res. A.787(19) as Amended] for carrying out a more detailed inspection, the Master should be immediately informed of these grounds and advised that, if so desire, the Master may contact the Administration or the recognised Organisation responsible for issuing the certificate, as appropriate, and invite their presence on board. Alternatively, the PSCO may directly inform the representative of the recognised Organisation, if available in the port of inspection, to look into the deficiencies.

When exercising control, all possible efforts should be made to avoid a ship being unduly

detained or delayed. The PSCO should exercise professional judgement to determine whether to detain a ship until the deficiencies are corrected or to allow it to sail with certain deficiencies, having regard to the particular circumstances of the intended voyage.

If a ship after suffering accidental damage enters port for examination and repairs, the PSCO should carry out a proper PSI but no detention order should be issued. The PSCO should ascertain that remedial action has been taken to render the vessel safe to proceed to sea, prior departure of the vessel from the port.

When the PSCO allows the ship to proceed to another port, subject to any appropriate conditions determined, the PSCO should ensure that the competent authority of the next port of call and the **flag State** are notified.

The detention report to the flag State should be in sufficient detail for an assessment to be made of the severity of the deficiencies giving rise to the detention. (The PSCO may note that, depending upon the severity of the deficiency, even for a single defect, the ship may be detained, hence it is essential to elaborate the deficiency).

The PSCO whenever in doubt, must consult “Procedures for PSC”, (IMO Res A.787(19)). It will be advisable that the carried the same while carrying out PSI.

1.5 More Detailed Inspection

This is conducted when the initial inspection reveals “clear grounds” for believing that the condition of a vessel, its equipment or crew do not correspond substantially with the particulars of the certificates and the PSCOs want to further explore the scope and depth of these indications as mentioned earlier.

Examples of clear grounds to extend an initial inspection are:

Relating to documentation:

- inaccuracies of certificates and documents
- books and plans not properly kept
- failure of the master of an oil tanker to produce the record of the oil discharge monitoring and control system for the last ballast voyage.

Related to the ship's condition:

- serious hull or structural deterioration
- absence of principal arrangements or equipment required by the conventions
- excessive unsanitary conditions

Related to the crew:

- crew members unable to communicate properly with each other, with other persons on board or with the shore-based authorities
- absence of an up-to-date muster list or crew members not aware of their duties in case of emergency
- master and crew members not familiar with operational procedures

Related to the cargo operations

- cargo operation not conducted safely or not in accordance with IMO guidelines.

PSCOs should also carry out a more detailed inspection when:

According to the flag:

- the ship is flying a flag appearing in the 3-year rolling average table of above-average detentions, when implemented by IOMOU.
- the ship is flying a flag of a country that has not ratified all the relevant international conventions.

According to the certification

- the ship's certificates have been issued by a non-recognised organisation
- the ship has been suspended from its class for safety reasons in the course of the previous 6 months

According to the type

- oil tankers, 5 years or less from the date of phasing out in accordance with Reg. 13g of MARPOL 73/78 annex I
- bulk carriers older than 12 years
- passenger ships
- gas and chemical carriers older than 10 years

According to specific notification

- the ship has been permitted to leave a previous port on the condition to rectify the deficiencies within a specified period that has expired.
- the ship has been reported a sub-standard by pilots or port authorities
- the ship has been the subject of a report or complaint by the master, a crew member or any person/organisation with a legitimate interest
- the ship carrying dangerous or polluting goods failed to report to the competent authority all the relevant information about the ship's particulars, the ship's movements and the info concerning the dangerous or polluting goods being carried.

According to maritime behaviour (as indicated in initial inspection)

- the ship has been involved in a collision, a grounding or a stranding on its way to the port
- the ship has been accused of an alleged violation of the environmental provisions
- the ship operated in such a manner as to pose a danger to a person, property or the environment
- the ship emitted a false distress alert which was not followed by the proper cancellation procedures.

A more detailed inspection should focus on those areas where “clear grounds” have been established and should include a further checking of compliance with on-board operational requirements. In order to get a general impression on the conditions of the vessel the more detailed inspection can include other areas or systems.

To assist the inspector a rough pattern of a more detailed inspection has been developed. The PSCO may refer to the listed items under different codes in Annex III for the particular area, where deficiencies are detected.

1.5.1 General (Items listed under Code 0900 in Annex III may be considered)

The PSCO from general impressions or observations on board, has clear grounds for undertaking a more detailed inspection, it may be carried out as detailed below:

1.5.2 Structure:

On the basis of the impression of hull maintenance and the general state on deck i.e. condition of ladder ways, guard rails, pipe coverings, corrosion or pitting, the PSCO should decide as to whether it is necessary to make the fullest possible examination of the structure with the ship afloat. Significant areas of damage or corrosion or pitting of plating and associated stiffening in deck and hull, affecting sea-worthiness or strength to take local loads, may justify detention. Considering the sea-worthiness and not the age of the ship, and depending upon the nature of defect, it may be necessary for the under water portion of the ship to be checked. In determining the condition, the PSCO may use the method of ultra sonic thickness gauging. **It must be borne in mind, that a damage not affecting the sea-worthiness of the ship, will not constitute grounds for detention.** If a damage has been temporarily but effectively repaired for taking the ship to another port for permanent repair, may also be accepted as not a ground for detention. If, however, the damage substantially affects the habitability of the crew accommodation, and no alternatives are made, the same may be insisted upon, prior allowing the vessel to sail.

The PSCOs should pay particular attention to the structural integrity and sea-worthiness of bulk carriers and oil tankers. For this purpose, the PSCOs should inspect, for the bulk carriers, the holds' main structure for any obvious unauthorized repairs.

The assessment of the safety of the structure should be based on the survey report file carried on board according to the IMO Res.A 744 (18). This file should contain all the information regarding structural survey, condition evaluation, thickness measurement and survey planning.

If such information are not available on board, the PSCO should concentrate as appropriate, to hull structure, piping systems in way of cargo tanks or holds, pump-rooms cofferdams, pipe tunnels, void spaces within the cargo area and ballast tanks for corrosion, wastage etc.

1.5.3 Machinery Spaces: (Items listed under Code 1400 in Annex III may be considered)

The condition of the machinery and electrical installations to be ascertained, so that sufficient power for propulsion and auxiliary services are available at all time. If one generator is out of commission, it must be confirmed that enough power is available for essential and emergency services. This will be done by actual test.

The **standard of maintenance** may be ascertained from the general condition of machinery spaces.

- Damaged or loosely hanging electrical cables
- Temporary electrical connections
- Frayed or disconnected quick-closing valve wires
- Disconnected or inoperative extended control rods or machinery trip mechanism
- Extensive corrosion of machinery foundations particularly sea water pumps,

- sea chest etc.
- Cement boxes of long standing

are the indicators.

Condition of the associated indicators of the equipment, like boiler gauge glasses, pressure gauges for different purposes, relief valves including crankcase relief valves, leakage and accumulation of oil at the base of crankcase doors, evidence of scavenge fire and machinery failure, alarms and trips, are to be scrutinized, including that of the engine log book.

Once the PSCO is convinced by the evidence of neglect, he should go for further investigation by way of tests and trials like:

- Main & Auxiliary steering gear arrangements
- Overspeed trips
- Flame failure trips for boilers
- Circuit breakers etc.

It is once again emphasised that the professional judgement of the PSCO must be exercised for detection of deficiencies and guidance to a substandard condition.

1.5.4 Conditions of Assignments of Load Lines: (Items listed under Code 1200 in Annex 2 may be considered)

Depending upon the conclusion drawn by the PSCO on the basis of hull inspection, if it is felt necessary, he should examine closely the conditions of assignment of load lines, paying particular attention to the closing of appliances, means of freeing water from the deck, arrangement concerned with the protection of crew. He should very carefully examine the condition of the hatch coamings with particular concentration on the corners and the base welding.

1.5.5 Life Saving Appliances: (Items listed under Code 0600 in Annex III may be considered)

The PSCO, while inspecting the life saving appliances, has ground to believe that the Life Saving Appliances, have not been maintained properly or there are signs of disuse of, or obstructions to, survival craft launching equipment like accumulation of paint, ceasing of pivot points, absence of greasing, deteriorated condition of blocks and falls, improper latching or stowing of deck cargo, he should carry out a detailed inspection of all Life Savings Appliances. This examination should include, lowering of survival craft, a check on servicing of life rafts etc., as per the checklist, including condition of hull, lifting hooks attachments to the hull.

1.5.6 Fire Safety: (Items listed under Code 0700 in Annex III may be considered)

Poor condition of Fire & Deck washlines and hydrants and the possible absence of fire hoses and extinguishers in accommodation spaces, may be used as a guide for closer scrutiny of all Fire Safety equipment. In addition to the compliance with the conventions/rule requirements, the PSCO should look for evidence of higher than normal fire risk. The cleanliness of machinery space is of utmost importance. The condition of the fire doors, dampers and smoke flaps including their operations should be critically inspected.

The most importantly, the effectiveness of escape routes for their marking, the vital doors are not locked, must be confirmed. It should also be ensured, that the lockers for fire fighting equipment are not kept locked at sea. To this effect, the PSCO may advise the Master to post a permanent notice on all these doors, that they should not be kept locked at sea.

1.5.7 Others:

In general the PSCO should check the condition of the equipment related to prevention of collisions at sea. Similarly, for cargo ship safety construction, the bilge pumping arrangement including emergency bilge suction may be tried out. With respect to any other equipment which is in addition to the requirement of appropriate convention and/or the flag State, should be checked for its operational capability and if found inoperative and is in excess, should be repaired, removed or if impracticable of either of these two, should be clearly marked as "Inoperative".

1.5.8 MARPOL 73/78: (Items listed under Code 1700, 1900, 2100, 2200 & 2300 in Annex III may be considered)

The PSCO if not satisfied by scrutinizing the oil or cargo record book or the Port State has received any information about possible violation of the discharge provision, should check the effectiveness of all the equipment related with prevention of pollution by means of test, checking of alarms and the records which are required to be maintained by the ship. The details of the desired evidence, indicated in Appendix II & III of the "Procedures for port State control [IMO Res. A 787(19) as amended] may be referred.

The PSCO should scrutinize the oil record book thoroughly to determine if reception facilities have been used and note any alleged inadequacy of such facilities.

He should determine whether the responsible officer is familiar with the handling of sludge and bilge water. If required, the PSCO may determine if the ullage of the sludge tank is sufficient for the expected generated sludge during the next intended voyage. Wherever the Administration has granted any exemption from the requirement of regulation with respect to the discharge of oily bilge water under Annex I of MARPOL 73/78, it must be ascertained that all the oily bilge water is retained on board for subsequent discharge to a reception facility.

When reception facilities in other Ports have not been used, because of inadequacy, the Master should be advised to report inadequacy to the ship's flag State in conformity with MEPC/Circular 215 of 25th April, 1989.

For Annex II of MARPOL 73/78, similar check should be carried out and when a vessel is permitted to proceed to the next Port with residue of noxious liquid substances on board in excess of those permitted to be discharged into the sea during the ship's passage, it should be ascertained that, the residues can be received by that Port. At the same time, that Port Authority should be informed about the same, if practicable.

For Annex III of MARPOL 73/78, the PSCO should confirm that:

- ❖ the Approved Document of Compliance is on board and the ship's personnel are familiar with this document.

- ❖ Additionally, he may confirm if in doubt, about the compliance that the dangerous goods have been stored on board in conformity with DOC by using dangerous goods manifest or stowage plan, required by SOLAS 74, Chapter VIII.
- ❖ He should further confirm that inadvertent pumping of leaking flammable or toxic liquids carried in under-deck cargo spaces is not possible and whether the ship's personnel are familiar with the provisions Medical First Aid Guide and Emergency Procedures.

With respect to Annex V of MARPOL 73/78, the PSCO should confirm that the ship's personnel are aware of the guidelines and also familiar with disposal and discharge requirements under Annex V.

1.5.9 Guidelines for Control of Operational Requirements: (Items listed under Code 2000 in Annex 2 may be considered)

In exercising the controls indicated in this manual, the PSCO should ensure that during the Process, the safety of the ship, crew, passengers, duty officers or cargo is not jeopardized. He should further ensure that these requirements should not interfere with normal ship board operations and unnecessarily delay the ship.

1.5.10 Muster List:

The PSCOs should ensure that the muster lists are exhibited in conspicuous places throughout the ship including navigational bridge, the engine room and the crew accommodation spaces. The muster list should contain the following information:

- Duties assigned to the different members of the crew
- Name of the Officers responsible to ensure that life saving and fire appliances are maintained in good condition and are ready for immediate use
- Substitutes for key persons
- Duties assigned to crew members in relation to passengers in case of emergency
- The format of the muster list used on passenger ships is approved

The muster list should be up-to-date for which the PSCO should ask for the up-to-date Crew list. Alternatively, the use of safe manning document may be used for this purpose.

The PSCO should determine whether the crew members are familiar with the duties assigned to them in the muster list and are aware of the locations where they should perform their duties.

The PSCO should take into cognizance of any exemption or permission issued by the Administration, while carrying out this inspection.

The PSCO may carry out, after consultation with the Master, a simulated fire drill to ascertain the awareness and promptness of the crew member during emergency. During this drill, since actual operations of many equipment may not be possible, the PSCO should ask the crew members to explain their duties including the procedure for the same. For example, if a person is assigned to operate the fixed fire fighting equipment, which cannot be operated during the simulated drill, the PSCO should ascertain that the person required to operate the system can

explain the complete procedure.

As explained above, a simulated abandon ship drill may also be carried out which will include lowering of at least one life boat after the necessary preparations for launching. Depending upon the situation, the life boat may be tried out by actual operation on water. Alternatively, the starting and operation of the life boat engine may be tried out separately.

The complete operation as explained above i.e. preparation for embarkation and launching should be carried out by two crew members in less than five minutes.

On passenger ships, the life boats and davit launched life rafts must be capable of being launched within a period of 30 minutes.

On cargo ships, the life boats and davit launched life rafts must be capable of being launched within a period of 10 minutes.

Damage Control and Ship Board Oil Pollution Emergency Plan (SOPEP):

The PSCO should determine, the availability of a damage control plan on a passenger ship and whether the crew members are familiar with their duties and proper use of the ships installations and equipment for damage control. The same applies with regard to SOPEP on all ships.

The awareness of the contents of the damage control booklet/damage control plan by the Officers of the ship must be ensured. For this purpose, the PSCO may ask the Officers to explain the action to be taken in various damage conditions.

The Officers' knowledge about the boundaries of the water tight compartments, the openings therein with the means of closure and position of any controls thereof and also the arrangements for the correction of any least due to flooding, maybe checked.

The Officers should have a sound knowledge of the effects of trim and stability of their ship in the event of damage to and consequent flooding of a compartment and counter measures to be taken.

1.5.11 Bridge Operation:

The PSCO if required should confirm that the Officers in charge of navigational watch are familiar with:

- Bridge control and navigational equipment
- Switching over the steering mode from automatic to manual and vice versa as well as the ship's manoeuvring characteristics
- Life saving signals
- Checklists concerning bridge procedure
- Communication
- Log entries etc.

1.5.12 Navigation Safety: (Items listed under Code 1500 in Annex III may be considered)

The PSCO can ask the officer in charge to have the electronic equipment energised. **However, note that this procedure could pose a safety hazard during cargo operations.** Check the complete list of navigation safety items. Check or test the equipment paying particular attention to the position fixing device, ARPA, Echo depth sounder and recorder, marine radar, magnetic steering compass, gyrocompass, rudder angle indicator, charts, publications, relative motion plotting equipment. The steering gear can also be tested.

1.5.13 Living and working conditions: (Items listed under Code 0300 in Annex III may be considered)

Examine the results of weekly inspections which should be carried out by the ship's personnel. This can help you to form a general impression of the overall standards. You can also make a visual inspection of the accommodation spaces paying special attention to heating, ventilation, lighting systems, communal washing facilities and toilets. Verify whether the supply of food and potable water is appropriate, as well as the procedures for waste disposal and measures to prevent contamination of food and water. In doing so take into account that the inspection of crew accommodation spaces requires a certain degree of discreteness. Cultural differences may pose particular difficulties. Conditions, which the crew themselves consider acceptable or normal may seem totally unacceptable to you. Your role is to detect unhealthy conditions. i.e. conditions that are clearly hazardous to safety or health.

1.5.14 Radio/GMDSS Operation: (Items listed under Code 1600 in Annex III & Annex X may be considered)

The radio log can be examined to confirm that mandatory safety radio watches are being maintained. Test the emergency power source and the radio equipment. Follow the inspection procedure of GMDSS, given at Annex X

1.5.15 Garbage:

Determine whether all operational requirements of Annex V of MARPOL 73/78 have been met. Determine whether the reception facilities have been used and note any alleged inadequacy of such facilities.

1.5.16 Crude Oil washing:

Ensure that crude oil washing is performed by all crude carriers either required to have a crude oil washing system or whether the owner/operator chooses to install a crude oil washing system in order to comply with Regulation 13 of Annex I to MARPOL 73/78. Bear in mind that the nature of some crude oils are not suitable for COW. In addition, compliance will be ensured with the operational requirements set out in the revised Specifications for the Design, Operation and Control of Crude Oil Washing Systems (IMO Resolution A.446(XI), as amended by IMO Resolution A.497(XII). This can be best done in the ports where the cargo is unloaded.

1.5.17 Cargo Operation: (Items listed under Code 1100 in Annex III may be considered)

The PSCO when required, should determine if ships personnel assigned specific duties

Related to the cargo and cargo equipment, are familiar with those duties and also any dangers posed by the cargo, and with the measures to be taken in such a context, is known to them.

With respect to the carriage of solid bulk cargoes, the knowledge of the Officers concerned regarding cargo loading and unloading plan, to be checked. This should also include, the familiarity of the responsible crew members with the relevant provisions of the Code of Safe Practice for Solid Bulk Cargoes (B C Code) particularly, those concerning moisture limits and trimming of the cargo. For ships carrying Timber Deck Cargoes, the Code of Safe Practice for the same, as well as, the Code of Safe Practice for Cargo Stowage and Securing, should be familiar to the concerned persons.

The PSCO may determine, whether all precautions are met with special attention for the stability of the vessels engaged in transport of cargoes, subject to liquefaction and solid hazardous waste in bulk.

For oil tankers, chemical tankers and liquefied gas carriers, the relevant section of IBC & IGC Codes, are familiar to the Officers and the responsible crew members. Similar conformations should be made for the carriage of grain in bulk with respect to part C, chapter IV of SOLAS 74 and International Code for the Safe Carriage of Grain in Bulk [Res. MSC.23(59)].

1.5.18 Operation of Machinery: (Items listed under Code 1400 in Annex III may be considered)

When required, the PSCO should determine if responsible personnel of the ship are familiar with their duties of operating essential machinery such as:

- .1 Emergency and stand-by sources of electrical power
- .2 Auxiliary steering gear
- .3 Bilge and fire pump
- .4 Any other equipment essential in emergency situations.
This should include the testing of familiarity of the responsible ships personnel with respect to:
 - Different possibilities to start the engine
 - Procedures when the first attempt to start the engine fail
 - Black out procedures
 - Load sharing system

The ship's responsible personnel should be aware of:

- The type of Auxiliary steering gear system applies to the ship
- How it is indicated
- Which steering gear unit is in operation
- What action is needed to bring the Auxiliary steering gear into operation

The responsible personnel of the ship should be fully aware of:

- .1 number and location of bilge pumps including emergency bilge pumps
- .2 starting procedure for all the pumps alongwith the appropriate operation of the valves
- .3 most likely causes of failure of bilge pump and their possible remedies

Similar knowledge should be ascertained with respect to the fire pumps.

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The PSCO may verify whether the ship's responsible personnel are familiar with:

- Starting and maintenance of life boats and/or rescue boat engine
- Local control procedure
- Use of emergency and fully independent sources of electrical power of radio installations.
- Maintenance procedure of batteries, emergency stops, fire detection and alarm system, operation of watertight and fire doors.
- Change of control, from automatic to manual, for cooling water and lube oil system for main and auxiliary engines.

1.5.19 Manuals, Instructions etc.:

The PSCO should confirm that the information given in different manuals and instructions are in a language or languages understood by the crew. The same may be ascertained if required by questioning the crew members.

1.5.20 Minimum Manning Standard and Certification:

The PSCO should confirm that the manning of a foreign ship is in conformity with:

- ❖ The flag State safe manning requirements. If in doubt, the flag State should be consulted.
- ❖ International provisions as laid down in SOLAS 74, STCW 78 as amended and Res A.481 (XII)

If the ship does not carry a safe manning document or equivalent, the PSCO should request the flag State to specify the same and to issue a document, as quickly as possible.

If the PSCO finds, that the actual crew number or composition does not conform to the manning document, he should request the flag state for advice, as to whether or not the ship should be allowed to sail with the actual number of crew. If the actual crew number, is not brought into accordance with the Safe Manning Document or the Flag State does not advise that the ship could sail, ship maybe considered for detention.

The PSCO should limit his inspection with respect to the provisions of STCW 78 as amended, to the following:

- ❖ Verification that the numbers and certificates of the seafarers serving on board are in conformity with the Safe Manning Certificate issued by the Administration
- ❖ If the PSCO has clear grounds for believing that the watch-keeping standards as required by the conventions are not being maintained, due to any of the following occurrences:
 - a) ship has been involved in a collision, grounding or stranding, or
 - b) there has been a discharge of substances from the ship when underway, at anchor or at berth which is illegal under any International Convention, or has violated safe navigation practices and procedures, or
 - c) the ship is otherwise being operated in such a manner as to pose a danger to persons, property or the environment.

The PSCO should assess the ability of the seafarers. (See **Guidance for PSCO in respect of Certificates of Competency issued under the Provisions of the STCW Convention**)

1.5.21 ISM Related Deficiencies (Items listed under Code 2500 in Annex III may be considered)

The PSCO should confirm that Document (DOC) & Safety Management Certificate (SMC) are valid. All statutory obligations related to the validity of the certificates have been observed. There is clear evidence on board the vessel of following the laid down procedures of the manuals.

1.5.22 Before detaining a ship the following should be considered:

- .1 length and nature of intended voyage or service;**
- .2 whether or not the deficiency poses a danger to ships, persons on board or the environment;**
- .3 whether or not appropriate rest periods of the crew can be observed;**
- .4 size and type of ship and equipment provided; and**
- .5 nature of cargo.**

1.6 SUSPENSION OF INSPECTION

1.6.1 *In exceptional circumstances where, as a result of a more detailed inspection, the overall condition of a ship and its equipment, also taking into account the crew conditions, are found to be obviously substandard, the PSCO may suspend an inspection.*

1.6.2 Prior to suspending an inspection, the PSCO should have recorded detainable deficiencies in the areas set out in Appendix 1 of procedures for Port State Control, as appropriate.

1.6.3 The suspension of the inspection may continue until the responsible parties have taken the steps necessary to ensure that the ship complies with the requirements of the relevant instruments.

1.6.4 In cases where the ship is detained and an inspection is suspended, the port State Authority should notify the responsible parties without delay. The notification should include information about the detention and state that the inspection is suspended until that authority has been informed that the ship complies with all relevant requirements.

1.7 Follow-up of inspections

When during the inspection, deficiencies are discovered, the PSCO must determine the appropriate actions that should be imposed on the vessel in order to ensure the safety of the ship, the port and the environment. The degree of the actions imposed must be consistent with the nature and the seriousness of the deficiencies. These actions may include requesting appropriate information, requiring the immediate or future rectification of deficiencies, detaining the vessel or allowing it to proceed to another port for repairs.

1.7.1 Requiring Corrective Measures Within a Specified Period

When deficiencies pose no unreasonable threat to the environment and do not adversely affect the vessel's seaworthiness, the vessel should not be detained for longer than necessary to carry out the inspection. The deficiencies shall be documented in the Inspection Report. Each deficiency shall be assigned a compliance date relating to the nature of the deficiency. Currently the options to delay a rectification are:

Inform the master to rectify the deficiency before departure, rectify at next port, rectify within 14 days and rectify deficiency within 3 months.

The choice is left to the discretion of the PSCO. When making his choice he should consider the nature and severity of the deficiency; the amount of time normally needed to repair such a deficiency; the availability of repair facilities, dry-docks or service facilities and the vessel's itinerary.

In the case of master being informed to rectify the deficiency before departure it is up to the PSCO to decide whether he has to return to the ship to check if the deficiency has been rectified.

In the case of rectification delayed to the next port, the master must be asked for the next call and that this harbour must be accordingly informed.

Upon expiry of the delay or if the deficiency has to be rectified at the next port or in case of deficiencies that had to be rectified before departure and whose rectification has not been checked, the vessel will automatically be classified as having an outstanding deficiency and identified for a priority more detailed inspection.

1.7.2 Requiring Corrective Measures Prior to Cargo Operations

When deficiencies related to cargo handling and pollution prevention adversely affect the safety of cargo operations, but do not make the vessel unfit to proceed to sea, cargo transfer operations may be prohibited or terminated until corrective measures have been carried out. Provided the vessel is not restricted from departing the port or required to take corrective measures prior to its departure, this is not to be considered a detention. Examples of deficiencies that might require termination or delay of cargo operations include, but are not limited to, the following:

- a. Oil transfer procedures incomplete;
- b. No approved Pollution Response Plan (SOPEP)
- c. LNG/LPG minor gas detection deficiencies (operational control: use portable gas detectors if feasible);
- d. LNG/LPG air locks malfunctioning (operational control: ensure proper ventilation of the protected space and closely monitor traffic through the space);
- e. High/low level alarms inoperative (operational control: ensure careful monitoring of liquid level);
- f. Information on properties and hazards of cargoes not on board (operational control: brief crew and terminal personnel on cargo hazards);
- g. Failure of the proper operation or maintenance of inert gas system, cargo related gear or machinery;
- h. Loading plan not complying with SOLAS requirements.

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1.8 Procedures for rectification of deficiencies and release

1.8.1 The PSCO should endeavour to secure the rectification of all deficiencies detected.

1.8.2 In the case of deficiencies which are clearly hazardous to safety or the environment, the PSCO should, except as provided in 1.8.3, ensure that the hazard is removed before the ship is allowed to proceed to sea. For this purpose appropriate action should be taken, which may include detention or a formal prohibition of a ship to continue an operation due to established deficiencies which, individually or together, would render the continued operation hazardous.

1.8.3 Where deficiencies which caused a detention as referred to in paragraph 1.8.2 cannot be remedied in the port of inspection, the port State authority may allow the ship concerned to proceed to the nearest appropriate repair yard available, as chosen by the master and agreed to by that authority, provided that the conditions agreed between the port State authority and the flag State are complied with. Such conditions will ensure that the ship shall not sail until it can proceed without risk to the safety of the passengers or crew, or risk to other ships, or without being an unreasonable threat of harm to the marine environment. Such conditions may include confirmation from the flag States that remedial action has been taken on the ship in question. In such circumstances the port State authority will notify the authority of the ship's next port of call, and any other authority as appropriate. Notification to authorities should be made in the formats shown in appendix 6 under Section 3.3. The authority receiving such notification should inform the notifying authority of action taken and may use the format shown in appendix 7 under Section 3.3.

1.8.4 On the condition that all possible efforts have been made to rectify all other deficiencies, except those referred to in 1.8.2 and 1.8.3, the ship may be allowed to proceed to a port where any such deficiencies can be rectified.

1.8.5 If a ship referred to in paragraph 1.8.3 proceeds to sea without complying with the conditions agreed to by the Authority of the port of inspection that port State Authority should immediately alert the next port, if known, the flag State and all other authorities it considers appropriate.

1.8.6 If a ship referred to in paragraph 1.8.3 does not call at the nominated repair port, the port State Authority of the repair port should immediately alert the flag State and detaining port State, which may take appropriate action, and notify any other authority it considers appropriate.

1.9 Detention Procedures

When deficiencies are discovered which render a vessel unfit to proceed to sea or that pose an unreasonable risk to the environment, the vessel should be detained at the first inspection. Detention means an action, which restricts a vessel's right of free movement. **The imposition of a restriction on the movement of a vessel constitutes a detention regardless of whether or not a delay on a vessel's normal or expected itinerary occurs.**

The PSC officer must inform the master that the ship's owner/operator has the right of appeal against the detention decision. Vessels should not normally be subjected to detention when

the ground for detention is the result of casualty or weather damage within or enroute to ports provided that, prior to entering the port, the ship duly reported the accident to the flag state, the recognised authority issuing the certificates and the PSC authority and the owner has demonstrated his intent corrective measures voluntarily while in port.

However, should evidence indicate an intent to depart port without satisfactory repairs, a restriction on the free movement should be imposed.

When deciding whether the deficiencies found are sufficient to merit detention, the PSC officer should assess the following elements:

- a. The vessel has the relevant valid documentation;
- b. The vessel has the crew as required in the Minimum Safe Manning Document;
- c. The vessel can navigate safely;
- d. The vessel can safely handle, carry and monitor the cargo;
- e. The vessel can operate the engine room safely;
- f. The vessel can maintain the proper propulsion and steering;
- g. Fires can be fought effectively in any part of the vessel;
- h. The vessel can be abandoned speedily and safely and rescue operations can be effected;
- i. The vessel can prevent pollution;
- j. The vessel can maintain adequate stability;
- k. The vessel can maintain adequate watertight integrity; and
- l. The vessel can communicate effectively in distress situations.
- m. The conditions on board are safe and healthy.

If the result of any of these assessments is negative, taking into account the deficiencies found, **the vessel should be strongly considered for detention.** A combination of deficiencies of a less serious nature may also warrant the detention of the ship.

1.9.1 Allowing the vessel to proceed to another port for repairs

When deficiencies which caused a detention cannot be remedied in the port of inspection, the ship concerned may be authorised to proceed to the nearest appropriate repair yard available, as chosen by the master and the Port State Authority, provided that the conditions determined by the competent authority of the flag State and agreed by the Authority of the Port State are complied with. Such conditions will ensure that the ship can proceed without risk to the safety and health of the passengers or crew, or risk to other ships, or without being an unreasonable threat of harm to the marine environment. The flag State or the recognised organisation acting on its behalf should issue single voyage certificates or preferably endorse existing certificates (to proceed to a repair yard, normally in ballast). The terms of release should be acceptable for the port State.

LEGAL REQUIREMENTS

2.1

TEXT OF THE IOMOU AND ANNEXES

For the Annexes mentioned in this Section refer to the
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2.1 TEXT OF THE IOMOU AND ANNEXES

MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL FOR THE INDIAN OCEAN REGION

The Maritime Authorities* of:

Australia	
Bangladesh	
Djibouti	
Eritrea	
Ethiopia	----- Observer
India	
Iran	
Kenya	
Maldives	
Mauritius	
Mozambique	
Myanmar	
Oman	
Seychelles	
South Africa	
Sri Lanka	
Sudan	
Tanzania	
Yemen	

Hereinafter referred to as “ **the Authorities** ”

Recognizing the need to increase maritime safety and the protection of the marine environment and the importance of improving living and working conditions on board ships;

Noting with appreciation the progress achieved in these fields, in particular by the International Maritime Organisation (IMO) and the International Labour Organisation (ILO) and mindful especially of IMO Resolution A682(17), concerning Regional Co-operation in the Control of Ships and discharges.

Mindful that the principal responsibility for the effective application of standards laid down in international instruments rests upon the authorities of the State whose flag a ship is entitled to fly;

Recognizing nevertheless that effective action by port States is required to prevent the operation of substandard ships;

Recognizing also the need to avoid distorting competition between ports;

* **Maritime Authorities** are the national maritime administrations designated for the implementation of this Memorandum (see Annex 1)

Convinced of the necessity, for these purposes, of an improved and harmonized system of port State and of strengthening co-operation and the exchange of information;

Have reached the following understanding:

Section 1 Commitments

- 1.1 Each Authority will give effect to the provisions of the present Memorandum and the Annexes thereto, which constitute an integral part of the Memorandum, and take all necessary steps to ratify/accede instruments relevant to the purposes of this Memorandum.
- 1.2 Each Authority will establish and maintain an effective system of port State control with a view to ensuring that, without discrimination as to flag, foreign merchant ships visiting the ports of its State comply with the standards laid down in the relevant instruments defined in section 2.
- 1.3 Each Authority will achieve, within a period of 3 years from the coming into effect of the Memorandum an annual total inspections corresponding to at least 10% of the estimated number of individual foreign merchant ships, hereinafter referred to as “ships”, which entered the ports of its State during a recent representative period of 12 months. The Committee established pursuant to Section 7.1 will monitor the overall inspection activity and its effectiveness throughout the region. The Committee will also adjust the target inspection rate based on experience gained and progress made in the implementation of the Memorandum of Understanding.
- 1.4 Each Authority will consult, co-operate and exchange information with the other Authorities in order to further the aims of the Memorandum.

Section 2 Relevant instruments

- 2.1 For the purposes of the Memorandum “relevant instruments” are the following instruments:
 - The International Convention on Load Lines, 1966;
 - The International Convention for the Safety of Life at Sea, 1974 (SOLAS 74);
 - The Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974;
 - The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
 - The International Convention on Standards of Training, Certification and Watch-keeping for Seafarers, 1978 (STCW 78);

- The Convention on the International Regulations for Preventing Collisions at Sea, 1972;
- The International Convention on Tonnage Measurement of Ships, 1969;
- The Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention No. 147),

together with the Protocols and amendments to these conventions and related codes of mandatory status as and when they enter into force.

2.2 With respect to the Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention 147). Each Authority will apply the instructions in Annex 2 for the application of ILO publication “Inspection of Labour Conditions on board Ship: Guidelines for procedure”.

2.3 Each Authority will apply those relevant instruments which are in force and to which its State is a Party. In the case of amendments to a relevant instrument, each Authority will apply those amendments which are in force and which its State has accepted. An instrument so amended will then be deemed to be the “relevant instrument” for that Authority.

2.4 When inspecting a ship flying the flag of a State not party to a Convention or to a “relevant instrument” as amended for the purposes of port State control, the Authorities which are party to such Convention or “relevant instrument”, as amended, shall ensure that the treatment given to such ship and its crew is not more favourable than that given to ships flying the flag of a State which is party to that Convention or “relevant instrument”.

2.5 In the case of non-convention sized ships, the Authorities will apply those requirements of the relevant instruments which are applicable and will to the extent that a relevant instrument does not apply take such action as may be necessary to ensure that those ships are not clearly hazardous to safety, health or the environment, having regard, in particular to Section 5 of Annex 2.

Section 3 Inspection procedures, rectification and detention*

3.1 In implementing this Memorandum, the Authorities will carry out inspections which will consist of at least a visit on board a ship in order to check the validity of the certificates and documents and furthermore satisfy themselves that the crew and the overall condition of the ship, its equipment, machinery spaces and accommodation and hygienic conditions on board, meet the provisions of the relevant instruments.

3.2.1 Whenever there are clear grounds for believing that the condition of a ship or its equipment or crew does not substantially meet the requirements of a relevant instrument a more detailed inspection shall be carried out, including further checking of compliance with on-board operational requirements.

* Reference is made to IMO Assembly Resolution A787(19) on Procedures for port State control as amended by IMO.

3.2.2 Clear grounds exist when the Port State Control Officer (PSCO) finds evidence, which in his professional judgement warrants a more detailed inspection of *the ship, its equipment and or its crew*. The Authorities will regard as clear ground, inter alia; those set out in Annex 3.

3.2.3 Nothing in these procedures should be construed as restricting the powers of the Authority to take measures within its jurisdiction in respect of any matter to which the relevant instruments relate.

3.2.4 The relevant procedures and guidelines for the inspection of ships specified in Annex 2 shall also be applied.

3.3 In selecting ships for inspection, the Authorities shall give priority to the following ships:

- Ships visiting a port of a State, the Authority of which is a signatory to the Memorandum, for the first time or after an absence of 12 months or more;
- Ships which have been permitted to leave the port of a State, the Authority of which is a signatory to the Memorandum, on the condition that the deficiencies noted must be rectified within a specified period, upon expiry of such period;
- Ships which have been reported by pilots or port authorities as having deficiencies which may prejudice their safe navigation;
- Ships whose statutory certificates on the ship's construction and equipment, have not been issued in accordance with the relevant instruments;
- Ships carrying dangerous or polluting goods, which have failed to report all relevant information concerning the ship's particulars, the ship's movements and concerning the dangerous or polluting goods being carried to the competent authority of the port and coastal State;
- Ships which have been suspended from their class for safety reasons in the course of the preceding six months.

3.4 The Authorities will seek to avoid inspecting ships, which have been inspected within the previous 6 months by other Authorities unless there are clear grounds for inspection. These procedures are not applicable to ships listed under clause 3.3, which may be inspected whenever the Authority deems appropriate.

3.5.1 Inspections will be carried out only by a person, duly authorised by its Authority to carry out port State inspections and responsible to that Authority, who fulfils the requirements of paragraph 3.5.3 and the qualification criteria specified in Annex 4.

3.5.2 The PSCO carrying out port State control may be assisted by a person with the required expertise when such expertise cannot be provided by his Authority.

3.5.3 The PSCO carrying out Port Control and the person assisting him shall have no personal or commercial interest either in the port of inspection or in the ships inspected, nor shall the PSCO be employed or undertake work on behalf of non-governmental organisations which issue statutory

and classification certificates or which carry out the surveys necessary for the issue of those certificates to ships.

3.5.4 Each PSCO shall carry a personal document in the form of an identity card issued by his authority indicating that the PSCO is authorised to carry out inspections. Reference is made to Annex 5.

3.6.1 On completion of an inspection the master of *the* ship shall be provided by the PSCO with a document in the form specified in Annex 6 to this Memorandum, giving the results of the inspection and details of any decision taken by the PSCO and of the corrective action to be taken by the master, owner or operator.

3.6.2 Each Authority will endeavour to ensure the rectification of all deficiencies detected. On the condition that all possible efforts have been made to rectify all deficiencies, other than those referred to in 3.6.3, the ship may be allowed to proceed to a port where any such deficiencies can be rectified. The provisions of 3.8.1 apply accordingly.

In exceptional circumstances where, as a result of the initial control and a more detailed inspection, the overall condition of a ship and its equipment, also taking the crew and its living and working conditions into account, are found to be substandard, the Authority may suspend an inspection.

The suspension of an inspection may continue until the responsible parties have taken the steps necessary to ensure that the ship complies with the requirements of the relevant instruments.

Prior to suspending an inspection, the authority will have recorded detainable deficiencies in the areas set out in Appendix 1 of IMO Resolution A.787(19) and ILO Convention deficiencies as appropriate.

In cases where the ship is detained and an inspection is suspended, the Authority will, as soon as possible, notify all responsible parties. The notification will include information about the detention. Furthermore, it shall state the inspection is suspended until the Authority has been informed that the ship complies with all relevant requirements.

3.6.3 In the case of deficiencies which are clearly hazardous to safety, health or the environment the Authority will detain the ship or will stop the operation in relation to which the deficiencies have been revealed. The detention order or the stoppage of the operation shall not be lifted until the hazard is removed, except under the conditions provided for in 3.8.1 below.

3.6.4 When exercising his professional judgement as to whether or not a ship should be detained, the PSCO shall be guided by the criteria set out in Annex 2.

3.7 In the event that a ship is detained, the Authority shall immediately notify the flag State concerned and its Consul or, in his absence, its nearest diplomatic representative of the action taken. Where relevant, the organisation responsible for the issue of the certificate(s) shall also be informed.

3.8.1 Where deficiencies which caused a detention as referred to in paragraph 3.6.3 cannot be remedied in the port of inspection, the Authority may allow the ship concerned to proceed to the

nearest appropriate repair yard available, as chosen by the master and agreed to by the Authority, provided that the conditions determined by the Authority and agreed by the competent Authority of the flag State are complied with. Such conditions will ensure that the ship can proceed without risk to the safety and health of the passengers and crew, or risk to other ships, or without being an unreasonable threat of harm to the marine environment. In such circumstances the Authority will notify the Authority of the ship's next port of call, the parties mentioned in paragraph 3.7 and any other authority as appropriate. The authority receiving such notification will inform the notifying Authority of action taken.

3.8.2 If a ship referred to in paragraph 3.8.1 proceeds to sea without complying with the conditions agreed to by the authority of the port of inspection:

- .1 that Authority will immediately alert all other Authorities; and
- .2 the ship will be detained at any port of the Authorities which have accepted the Memorandum, until the master has provided evidence to the satisfaction of the Authority of the port State, that the ship fully complies with all reasonable requirements of the relevant instruments.

If a ship referred to in paragraph 3.8.1 does not proceed to the nominated repair port, the Authority of the repair port will immediately alert port of inspection and it will inform IOMOU Secretariat to announce the other MOU's Secretariats

3.9 The provisions of Section 3.7 and 3.8 are without prejudice to the requirements of relevant instruments or procedures established by international organisations concerning notification and reporting procedures relating to Port State control.

3.10 When exercising control under the Memorandum, the Authorities will make all possible efforts to avoid unduly detaining or delaying a ship. Nothing in the Memorandum affects rights created by provisions of relevant instruments relating to compensation for undue detention or delay.

3.11 In case the master, owner or agent of the ship notifies the port State control Authorities prior to, upon arrival or whilst the vessel is in the port, of any damage, breakdown or deficiency to the ship, its machinery and equipment, which is intended to be repaired or rectified before the ship sails from that port, the detention should be issued only if deficiencies justifying detention are found after the master has given notification that the ship was ready for inspections. The same procedure applies when the port State control Authorities are notified that the ship is scheduled to be surveyed at the port with respect to flag, statutory or class requirements.

3.12 In exceptional circumstances, when a ship on its way to a specified repair yard needs to call at a port for temporary repairs for safety reasons, it may be allowed into that port. All commercial operations are forbidden, except the unloading of its cargo or bunkers if required for safety reasons. The ship may be allowed to proceed to the specified repair yard only if the flag State of the ship has issued statutory certificates to the ship restricting their validity to that specific voyage, and the Port State is satisfied that such ship shall not pose undue risk to safety of ship, or to the environment or cause undue hardship to the crew.

3.13 The owner or the operator of a ship will have the right of appeal against a detention to higher administrative Authority or to the Court of competent jurisdiction, according to the law in each country. However, an appeal shall not cause the detention to be suspended.

3.14 Should an inspection reveal deficiencies warranting detention of a ship, all costs relating to inspections subsequent to the first shall be covered by the ship owner or the operator. The detention shall not be lifted until full payment has been made or a sufficient guarantee has been given for the reimbursement of the costs.

Section 4 Provision of information

4.1 Each Authority will report on its inspections under the Memorandum and their results, in accordance with the procedures specified in Annex 8.

4.2 The Authorities will supply the following information to the Secretariat:

- a) Number of PSCOs working on their behalf on Port State inspections;
- b) Number of individual ships entering their ports during the calendar year.

4.3 Arrangements will be made for the exchange of inspection information with other regional organisations working under similar Memorandum of Understanding.

Section 5 Operational Violations

The Authorities will upon the request of another Authority endeavour to secure evidence relating to suspected violations of the requirements on operation matters of Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972 and the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978, relating thereto. In case of suspected violations involving the discharge of harmful substances, an Authority will, upon the request of another Authority, visit in port the ship suspected of such a violation in order to obtain information and, where appropriate, to take a sample of any alleged pollutant. In the cases referred to in this article, the requesting Authority should state that the Flag State of the ship has already been notified of the alleged violation.

Section 6 Training Programmes and Seminars

The Authorities will endeavour to establish appropriate training programmes and seminars.

Section 7 Organisation

7.1 A Committee composed of a representative of each of the Authorities that are party to the Memorandum will be established. A representative of the International Maritime Organisation and of the International Labour Organisation will be invited to participate without vote in the work of the Committee. Representatives of the maritime Authorities of other States of the Region and, subject to the provisions of Section 10, any other Organisation or Authority which the Committee may deem appropriate, may be accorded the status of observer without vote.

7.2 The Committee will meet once a year and at such other times as it may decide.

7.3 The Committee will :

- carry out the specific tasks assigned to it under the Memorandum;
- promote by all means necessary, including seminars for surveyors, the harmonization of procedures and practices relating to the inspection, rectification, detention and the application of 2.4;
- develop and review guidelines for carrying out inspections under the Memorandum;
- develop and review procedures, including those related to the exchange of information;
- keep under review other matters relating to the operation and the effectiveness of the Memorandum;
- promote by all means necessary the harmonization of the operation and effectiveness of this Memorandum with those of similar agreements for other Regions;
- adopt the budget and work out the contributions of every Party to the Memorandum.

7.4 Except where provided otherwise (in section 9), the Committee will take its decisions acting on simple majority.

7.4A To assist the Chairman and the Secretariat in the Inter-Sessional period, an Inter-Sessional Management Group will be established having as its terms of reference, functions and procedures for electing members, those as specified in Annex 11

7.5 A Secretariat will be established in accordance with the following principles:

- a) the Secretariat will be a non-profit making body located in Goa, India;
- b) the Secretariat will be totally independent from any maritime administration or organisation;
- c) the Secretariat will be governed by and be accountable to the Committee;
- d) the Secretariat will have a bank account into which all dues and contributions are made;
- e) the Secretariat will operate from the established bank account in accordance with the budget determined by the Committee;
- f) the Secretariat will have a financial year commencing on 1st January.

7.6 The Secretariat, acting under the direction of the Committee and within the limits of the resources made available to it, will :

- prepare meetings, circulate papers and provide such assistance as may be required to enable the Committee to carry out its functions;
- facilitate the exchange of information, carry out the procedures outlined in Annex 10 and prepare reports as may be necessary for the purposes of the Memorandum;
- carry out such other work as may be necessary to ensure the effective operation of the Memorandum.

7.7 An Indian Ocean Computerised Information System (IOCIS) is established for the purpose of exchanging information on port State inspections, in order to:

- .1 make available to Authorities information on inspection of ships in other regional ports to assist them in their selection of foreign flag ships to be inspected and their exercise of port State control on selected ships: and
- .2 provide effective information exchange facilities regarding port State control in the region.
- .3 make worldwide coverage database with other MOU's

7.8 The function and operational procedures of the IOCIS are specified in “Annex 8.”

Section 8 Financial Mechanism

The costs of running the Secretariat and the Information Centre will be financed by :

- the financial contribution of Parties to the Memorandum; and
- gifts and subscriptions, if any, by donor countries or organisations.

Each Party to the Memorandum undertakes to settle its financial contribution to the costs for running the Secretariat and the Information Centre, in conformity with the decisions and procedures adopted by the Committee.

Section 9 Amendments

9.1 Any Authority, which has accepted the Memorandum, may propose amendments to the Memorandum.

9.2 In the case of proposed amendments to sections of the Memorandum, the following procedure will apply:

- a) The proposed amendment will be submitted to the Secretariat at least eight weeks before the Committee meets.
The Secretariat will circulate the proposed amendment to all the Authorities participating in the Memorandum at least six weeks before the Committee meets.

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Authorities have the right to indicate their acceptance or modification or objection to the proposed amendment to the Secretariat at least one week before the Committee meets.

The Secretariat will table the acceptance, modification or objection before the Committee and the Committee will consider the submission in its deliberations

- b) Amendments will be adopted by a two-thirds majority of the representatives of the Authorities participating in the Memorandum. Each Authority is entitled to only one vote. If so adopted an amendment will be communicated by the Secretariat to the Authorities for acceptance.
- c) An amendment so adopted will be deemed to have been accepted either at the end of a period of six months after adoption by the representatives of the Authorities in the Committee or at the end of any different period determined unanimously by the representatives of the Authorities in the Committee at the time of adoption.
- d) An amendments will take effect 60 days after it has been accepted or at the end of any different period determined unanimously be the representatives of the Authorities in the Committee.

9.3 In the case of proposed amendments to Annexes of the Memorandum the following procedure will apply :

- a) the proposed amendment will be submitted through the Secretariat for consideration by the Authorities;
- b) the amendment will be deemed to have been accepted at the end of a period of three months form the date on which it has been communicated by the Secretariat unless an Authority requests in writing that the amendment should be considered by the Committee. In the latter case the procedure specified in 9.2 will apply;
- c) the amendment will take effect 60 days after it has been accepted or at the end of any period determined unanimously by the Authorities.

Section 10 Administrative Provisions

10.1 The Memorandum is without prejudice to the rights and obligations under any international Instrument.

10.2 A maritime authority of a State of the Region may accede to the Memorandum provided it complies with the criteria specified in Annex 9.

10.3 Authorities meeting the requirements specified in Annex 9 may become parties of the Memorandum by:

- a) signature without any reservations as to acceptance, or
- b) signature subject to acceptance, followed by acceptance.

The Memorandum remains open for signature, at the Headquarters of the Secretariat from 5 June 1998 to 22 January 1999.

10.4 Acceptance or accession will be effected by a written communication by the Authority to the Secretariat.

10.5 The Secretariat will inform the Maritime Authorities who have signed the Memorandum of any signature or written communication, or of acceptance or accession and of the date on which such an event has taken place.

10.6 This Memorandum will enter into force for each Authority 90 days from the date of acceptance or accession.

10.7 Any maritime authority or organisation wishing to participate as an observer will submit in writing an application to the Committee and will be accepted as an observer subject to the unanimous consent of the representatives of the Authorities present and voting at the Committee meeting.

10.8 Any Authority may withdraw from the Memorandum by providing the Committee with 60 days notice in writing.

10.9 The English text is the official version of the Memorandum.

ANNEX 4**QUALIFICATION CRITERIA FOR PORT STATE CONTROL OFFICERS**

1. In pursuance of the provisions of 3.5 of the Memorandum, the port State control Officers must be properly qualified and authorised by the Authority to carry out Port State control inspections.
2. A properly qualified PSCO must have completed a minimum of one year's service as a flag State surveyor dealing with surveys and certification in accordance with the relevant instruments and be in possession of:
 - .1 a certificate of competency as master, enabling that person to take command of a ship as specified in STCW, as amended, or
 - .2 a certificate of competency as chief engineer, enabling that person to take up that task on board a ship as specified in STCW, as amended, or
 - .3 has passed an examination as a naval architect, mechanical engineer or an engineer related to the maritime fields and worked in that capacity for at least 5 years, or
 - .4 has an equivalent qualification as determined by the Administration.

The PSCOs mentioned under 1 and 2 above must have served for a period of not less than five years at sea as officer in the deck or engine department.

3. Alternatively, a PSCO is deemed to be properly qualified if that person:
 - .1 holds a relevant university degree or an equivalent training, and
 - .2 has been trained and qualified at a school for ship safety inspectors, and
 - .3 has served at least 2 years as a flag State surveyor dealing with surveys and certification in accordance with the relevant instruments.
4. A properly qualified PSCO must be able to communicate orally and in writing with seafarers in the English language.
5. A properly qualified PSCO must have appropriate knowledge of the provisions of the relevant instruments and of the relevant procedures on Port State control.
6. PSCOs not fulfilling the above criteria are also accepted if they are employed for Port State control by the Authority prior to the Memorandum coming into force for that Authority.

ANNEX 5

REQUIREMENTS FOR THE IDENTITY CARD FOR PORT STATE CONTROL OFFICERS

The identity card shall contain at least the following information:

- a) name of issuing Authority;
- b) full name of the holder of the identity card;
- c) an up-to-date picture of the holder of the identity card;
- d) the signature of the holder of the identity card;
- e) a statement to the effect that the holder of the identity card is authorised to carry out inspections in accordance with national legislation.

If the main language used on the identity card is not English, it must include a translation into that language.

The format of the identity card is left to the discretion of the competent Authorities.

ANNEX 6

**REPORT OF INSPECTION IN ACCORDANCE WITH
INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON
PORT STATE CONTROL**

Form A & Form B

Forms not reproduced here

ANNEX 7

**EXCHANGE OF MESSAGES BY REGION AUTHORITIES IN
ACCORDANCE WITH SECTION 3.8.1 OF THE MEMORANDUM**

2.2 References to Conventions IMO

Regulation 19 of chapter I, regulation 6.2 of Chapter IX and regulation 4 of chapter XI* of SOLAS 74; article 21 of Load Lines 66; articles 5 and 6, regulation 8A[†] of Annex I, regulation 15[†] of Annex II, regulation 8[†] of Annex III and regulation 8 of Annex V of MARPOL 73/78; article X of STCW 78; and article 12 of Tonnage 69 provide for control procedures to be followed by a Party to a relevant convention with regard to foreign ships visiting their ports. The authorities of port States should make effective use of these provisions for the purposes of identifying deficiencies, if any, in such ships which may render them substandard, and ensuring that remedial measures are taken.

References to Conventions ILO

If a port State exercises port State control based on International Labour Organisation (ILO) No. 147, “Merchant Shipping (Minimum Standards) Convention, 1976”, guidance on the conduct of such control inspections is given in ILO publication *Inspection of Labour Conditions on Board Ship: Guidelines for Procedure*.

PROCEDURAL GUIDELINES

3.1 References to IMO Resolutions

Guidelines to be observed :

- a) Procedures for port State control (IMO Resolution A.787 (19)); as amended by Res. A.882(21)
- b) Principles of Safe Manning (IMO resolution A.481(XII) and Annexes which are Contents of Minimum Safe Manning Document (Annex 1) and guidelines for the Application of Principles of Safe Manning (Annex 2).

References to ILO Resolutions

ILO publication “Inspection of labour conditions on board Ship: Guidelines for Procedure”

3.2 Guidance for Port State Control Officers in respect of Certificates of Competency issued under the provisions of the STCW Convention

1. The Maritime Safety Committee, at its seventy-first session (19 to 28 May 1999), noted that certain clarifications were necessary for the guidance of port State control officers concerning the transitional provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978.
2. Member Governments are invited to inform their Port State control officers that:
 - .1 until 1 February 2002, valid certificates of competency and endorsements issued or recognised by a Party in accordance with the relevant provisions of the STCW Convention which were in force immediately prior to 1 February 1997 remain valid, subject to STCW regulation I/15;
 - .2 until 1 February 2002, seafarers holding valid certificates issued in accordance with the relevant provisions of the STCW Convention which are in force immediately prior to 1 February 1997 by the Party which found them qualified are not required by the STCW Convention to hold, in addition, certificates or endorsements issued by the Government of the flag which they are serving is entitled to fly;
 - .3 on or after 1 February 2002, all certificates of competency and endorsements issued to seafarers are required to comply with the provisions of the STCW Convention, as amended ; and
 - .4 seafarers are not required to hold certificates as evidence of basic training in order to comply with regulation VI/1 because the evidence required by section A-VI/1 is not considered to be a certificate.

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- 3 Member Governments are reminded of the guidance issued under STCW.7/Cir.1 and invited to bring the contents of this circular to the attention of all concerned, especially port State control officers.

REPORTING

4.2 Forms: As per form A & B given below and Annex IV for Appendix 8 of Amended Res.A787(19).

**REPORT OF INSPECTION IN ACCORDANCE WITH
IMO PORT STATE CONTROL PROCEDURES [RES.A.787(19)] AS AMENDED BY RES.A.882(21)**

FORM A

(authority name)
(address)
(telephone)
(facsimile)
(email)

Copy to: master
head Office
PSCO

If ship is detained, copy to:
flag State
IMO
recognized organisation,if applicable

1	name of reporting authority.....	2	name of ship.....
3	flag of ship.....	4	type of ship.....
5	call sign.....	6	IMO number.....
7	gross tonnage.....	8	deadweight (where applicable).....
9	year of build.....	10	date of inspection.....
11	place of inspection.....	12	classification society.....
13	date of release from detention**	14	particulars of company**
15	relevant certificate(s)**		
	a) title	b) issuing authority	c) dates of issue and expiry
	1.....	.....	.....
	2.....	.....	.....
	3.....	.....	.....
	4.....	.....	.....
	5.....	.....	.....
	6.....	.....	.....
	7.....	.....	.....
	8.....	.....	.....
	9.....	.....	.....
	10.....	.....	.....
	11.....	.....	.....
	12.....	.....	.....
	d) information on last intermediate or annual survey**		
	date	surveying authority	place
	1.....	.....	.....
	2.....	.....	.....
	3.....	.....	.....
	4.....	.....	.....
	5.....	.....	.....
	6.....	.....	.....
	7.....	.....	.....
	8.....	.....	.....
	9.....	.....	.....
	10.....	.....	.....
	11.....	.....	.....
	12.....	.....	.....
16	deficiencies	no	yes (see attached FORM B)
17	ship detained	no	yes***
18	supporting documentation	no	yes (see annex)

PSC Inspection Action Codes

- 40 next port informed
- 45 rectify detainable deficiency at next port
- 50 flag state/consul informed

- 85 flag state consulted
- 70 recognised organisation informed
- 85 investigation of contravention of discharge provisions (MARPOL)

issuing office.....name
 (duly authorized PSCO of reporting authority)
 telephone
 facsimile signature

This report must be retained on board for period of two years and must be available for consultation by Port State Control Officers at all times

- * This inspection report has been issued solely for the purposes of informing the master and the port States that an inspection by the port State, mentioned in the heading, has taken place. This inspection report cannot be construed as a seaworthiness certificate in excess of the certificate the ship is required to carry.
- ** To be completed in the event of a detention.
- *** Masters, shipowners and/or operators are advised that detailed information on a detention may be subject to future publication.

* * * * *

4.3 Codes: Please see Annex V

4.4 SAMPLE FORM FOR NOTIFICATION OF DETENTION OF SHIP

Flag State/Consulate
Classification society
Fax no.
E-mail

Number of pages, incl. this

Dear Sirs,

(Insert ship's name, flag, IMO No.) - Detention of ship

The Maritime Authority have on (insert date) carried out an inspection of the above ship at (insert port, country).

The ship is detained at (time of detention) hours due to the following detainable deficiencies:

- 1.
- 2.
- 3.
- 4.

Enclosed please find a copy of Report of inspection and Notice of detention of ship*.

For further enquiries, please contact:

(Insert name and contact details)

Yours faithfully,

* To be used when national legislation provides for such document to be issued.

SAMPLE FORM FOR NOTIFICATION OF RELEASE OF SHIP

Flag State/Consulate
Classification society
Fax no.
E-mail

Number of pages, incl. this

Dear Sirs,

(Insert ship's name, flag, IMO No.) - Release of ship

TheMaritime Authority have on (insert date) carried out a re-inspection of the above ship at
(insert port, country).

The ship was released at (time of detention) hours.

(insertion of free text, if any)

Enclosed please find a copy of the Report of inspection.

Yours faithfully,

INSPECTION FOLDER

MANUAL FOR PSC OFFICER

INSPECTION FOLDER

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THE AIDE-MEMOIR FOR INSPECTIONS

THIS AIDE MEMOIR IS INTENDED TO SERVE THE PSCO AS A CONSISTENT REFERENCE POINT BUT IT IS NOT A DEFINITIVE CHECKLIST. ULTIMATELY THE PSCO USES HIS/HER OWN PROFESSIONAL JUDGEMENT IN SELECTING AREAS FOR ATTENTION. THEREFORE SOME ITEMS INCLUDED IN THE AIDE-MEMOIR MAY HAVE BEEN OMITTED AND OTHERS ADDED TO SUIT INDIVIDUAL CASES. THE AIDE MEMOIR CONSISTS OF FIVE SECTIONS EACH ADDRESSING A TYPE OF INSPECTION. AGAIN THE DEPTH AND SCOPE OF THE INSPECTION IS BASED ONLY ON THE PSCO'S PROFESSIONAL JUDGEMENT. A SATISFACTORY CHECK MAY BE ACCOMPLISHED SIMPLY BY SIGHTING A PIECE OF EQUIPMENT IN SOME CASES, WHILE IN OTHERS IT MAY BE NECESSARY TO LOOK, QUESTION OR TEST MORE CLOSELY.

AIDE-MEMOIR FOR AN INITIAL INSPECTION (Refer Flow Diagram in Annex 1)***PART A: "IN THE MASTER'S CABIN"***

In inspecting the ship's certificates and associated mandatory documents verify if some item:

- is missing or expired;
- not translated or not posted up if required
- is not valid for discrepancies in the form or in the contents

As regards the safe manning verify if:

- manning complies with the requirement
- minimum rest period are applied

As regards the crew verify if certificates:

- are valid
- are translated
- are appropriate

If medical examination is available and valid

If the minimum age requirement is complied with.

As regard the ISM code check if:

- the personnel is familiar with the Company safety and environmental protection policy
- the Safety management documentation is readily available on board

PART B: THE "WALK THROUGH"

Verify the general condition of:

EXTERNAL HULL

HULL, FREEBOARD MARKS, ACCOMMODATION LADDER, MOORING ARRANGEMENTS.

HULL EXPOSED DECK

DECK PLATING, BULWARK & STAYS, GUARD-RAIL, HATCH COAMINGS, HATCHCOVERS, PIPING, VENTS.

SAFE CARGO HANDLING

CARGO GEAR & ADDITIONAL EQUIPMENT, CARGO SECURING DEVICES.

SAFE NAVIGATION

NAVIGATIONAL EQUIPMENT, MANAGEMENT OF VOYAGE CHARTS AND PUBLICATIONS, BRIDGE VISIBILITY, RECORD OF TESTS AND DRILLS OF THE STEERING GEAR

RADIO EQUIPMENT

RADIO INSTALLATIONS, RADIO EQUIPMENT, RECORD OF OPERATION AND MAINTENANCE

LIFESAVING APPLIANCES

LIFEBOATS & RESCUE BOATS, LAUNCHING ARRANGEMENTS, LIFERAFTS, PERSONAL LIFESAVING APPLIANCES, RECORD OF PERIODIC INSPECTIONS AND DRILLS, MANAGEMENT OF EMERGENCY PLANS & INSTRUCTIONS.

ENGINE ROOM

MAIN & AUXILIARY ENGINES, PIPING, PUMPS, VALVES, CLEANLINESS OF MACHINERY SPACES, EMERGENCY ESCAPE ROUTES.

ELECTRIC EQUIPMENT

ELECTRIC GENERATORS, LIGHTING. CABLES, TERMINATIONS AND JOINT ARRANGEMENTS.

FIRE FIGHTING SYSTEM

FIRE DOORS, MEANS OF ESCAPES, INERT GAS SYSTEM, MANAGEMENT OF FIRE CONTROL PLAN & INSTRUCTIONS, RECORD OF TESTING AND DRILLS, FIRE PUMPS, HYDRANTS, FIRE HOSES, EXTINGUISHERS.

POLLUTION PREVENTION

OILY-WATER SEPARATOR & ASSOCIATED EQUIPMENTS, GARBAGE ARRANGEMENTS.

LIVING AND WORKING CONDITION

VENTILATION, HEATING, LIGHTING, CABINS, SANITARY FACILITIES, RECORD OF ACCOMMODATION INSPECTIONS; FOOD/WATER, GALLEYS, PANTRIES, MESSROOM, MEDICAL FACILITIES.

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AIDE-MEMOIR FOR A MORE DETAILED INSPECTION

HULL STRUCTURE

Assess through a closer observation, the structural integrity and the effectiveness of:

- Shell plating, frames and end brackets
- Transverse bulkheads and associated structure
- Cargo hatchway corners, hatch covers and coamings, topside tanks
- Double bottoms including hopper
- Cargo spaces
- Fore & aft peak structure
- Valves & electric conduits
- Access doors
- Means of closures
- Gaskets & tightening devices
- Scuppers, inlets and discharges

Supporting documents for the inspection: Survey report file, main structural plans of cargo holds and ballast tanks.

SAFE NAVIGATION

Assess the condition of the navigation equipment through a check of:

- Updating of charts and publications
- Navigation lights & signals
- Validity of the table/curve of residual deviation
- Records in the compass error log
- Validity of calibration sheet of the radio direction finder
- Management of manoeuvring booklet & information
- Instructions on the steering changeover procedures
- Record of tests of the steering system
- Means of communication between standard compass and main steering

and through specific test of single equipment:

- Radar installations
- Rudder angle indicator
- Steering gear power unit
- Communication between bridge and steering gear room

RADIO EQUIPMENT

Assess the proper functioning and the compliance of the radio installation with the requirements through a check of:

- Service documents and minimum number of qualified operators
- Expiry date and capacity of the batteries of the reserve source of energy
- Position, marking and hydrostatic release of the EPIRB
- Expiry date of Start and portable VHF batteries

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Recent message of the NAVTEX
And through specific test for:
Power supplies - EPIRB - DSC/DPT - SART

LIFESAVING APPLIANCES

Assess the condition of the survival crafts through:

The lowering of a lifeboat/rescue boat

A check of the relevant equipment including the engine

A closer examination of the structural condition and of the stowage of the boat

Assess the condition of the launching arrangements through:

The lowering and the recovery of a survival craft

A check of the side lighting, of the posters/signs for operating the appliances, of the embarkation ladders

A closer examination of davits, falls, winches and brakes.

Assess the condition of the life-rafts through:

The check of the service intervals, the stowage, the embarkation ladder, the hydrostatic releases.

Assess the condition of the personal lifesaving appliances through:

The check of the number of stowage of lifejackets, immersion suits, thermal protective aids; the number, condition and validity of life-buoys, rockets, smoke signals and radar transponders.

You can also test:

The emergency means of communication between control stations, muster and embarkation stations

The alarm system

The overall performance of the crew in case of abandon ship can be tested with a specific drill.

ENGINE ROOM

Assess the condition and the proper functioning of the machinery spaces through:

A closer verification of the housekeeping of engine room (plates, gratings, stairs, handrails, lighting, movable parts, hot surfaces, bilges, emergency routes)

A check of the main components of the main and auxiliary engines (temperature/pressure indicators, fuel & lubricating oil systems, cooling water system, exhaust gas system, boilers & associated systems)

A check of the means of communication between bridge & engine room and of the alarms

A test of the emergency power source.

FIRE FIGHTING SYSTEM

Assess the effectiveness of the system through the following checks/tests:

Fire doors (and remote operation)

Fire dampers and smoke flaps
Quick-closing remotely operated valves
Emergency stop of fans and fuel oil
Fire detection & fire alarm
Servicing dates of the fixed system in the engine room and in the cargo spaces
IGS manual, IGS alarm, oxygen analysers
Main & emergency fire pumps
Fire fighting appliances comply with the plan
The overall performance of the crew in case of fire can be tested with a specific drill.

POLLUTION PREVENTION

Assess the compliance with the MARPOL requirements through:

An inspection of the oil record book
A determination whether reception facilities have been properly used
A test of the 15ppm alarm
A check of the standard discharge connection, the oily water separator, the oil discharge monitoring device.
Assess whether the garbage management is in accordance with the waste management plan.

LIVING AND WORKING CONDITION

A more detailed assessment of living and working condition is provided by a closer examination of:

The result of the inspection recorded
The condition of furniture and fittings
The condition of doors, floor tiles and drainage in the sanitary facilities
The availability of personal protective equipment

OPERATIONAL REQUIREMENTS

Assess the communication capability of the crew

Determine whether crew members are aware of their duty as indicated by:

Muster list - Damage control plan - Fire control plan - SOPEP

Assess the familiarity of navigation officers in:
Handling of navigation equipment
Knowledge of standard navigation procedures
Handling of GMDSS and/or other communication equipment

Assess the familiarity of the engine officers in:

Handling of engine room equipment

Knowledge of engine room procedures

Handling of power management features

Determine if personnel assigned specific duties related to the cargo is familiar with those duties

Determine if appropriate crew members understand the information given in manuals and instructions.

**THE AIDE-MEMOIR CODES RELATING TO
CONVENTION REGULATIONS**

Refer to Annex V

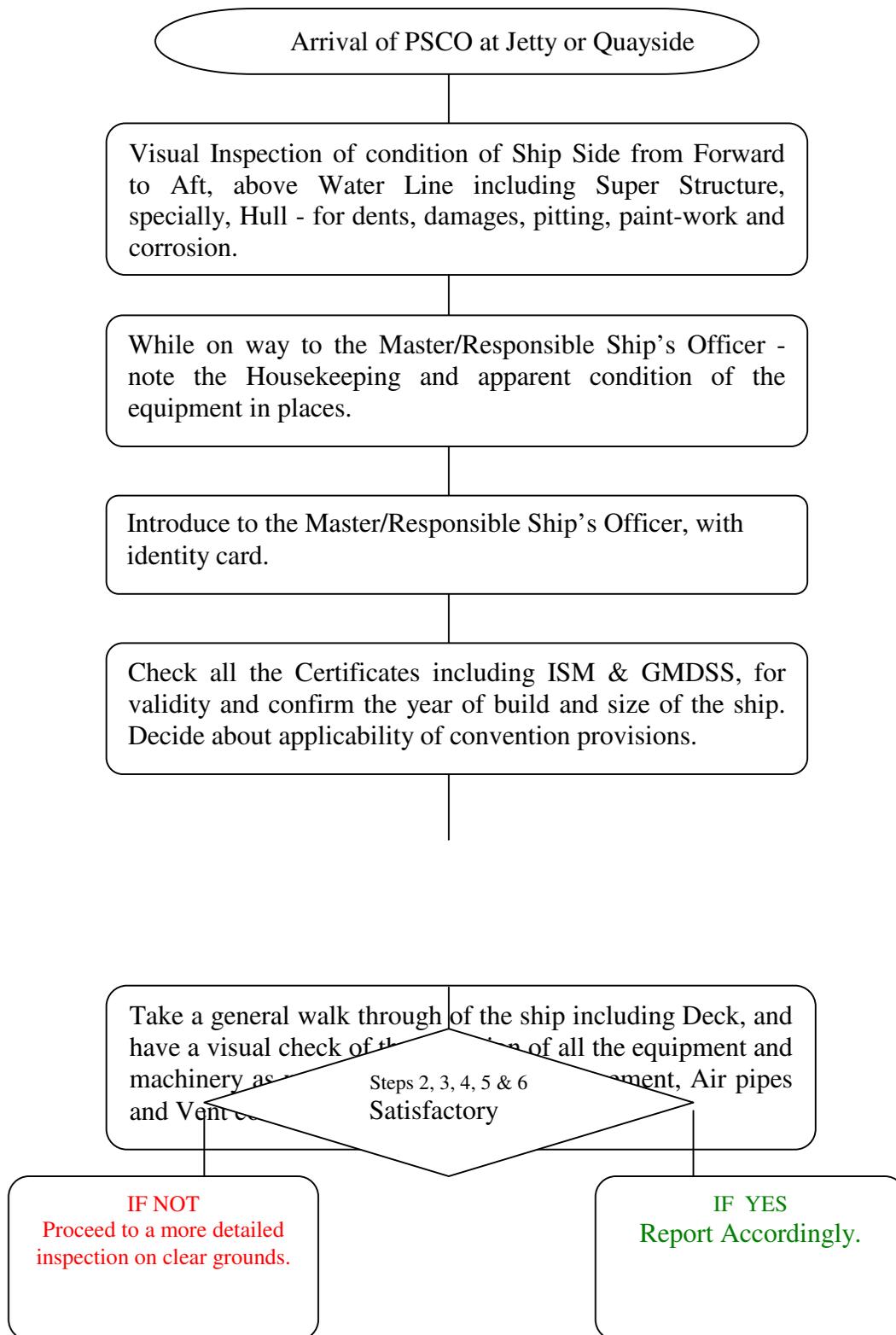
- Re-inspect ∠

- If allowed to sail to repair yard follow procedures as per MOU ∠

ANNEXES

ANNEX I

PORT STATE INSPECTION FLOW DIAGRAM



ANNEX II

- RECORD OF GENERAL INSPECTION OF M.V.** : **IMO NO.**
- 1. PORT OF REGISTRY** : **OFF. NO.**
- 2. DATE OF INSPECTION** :
- 3. PLACE OF INSPECTION** :
- 4. NAME AND ADDRESS OF THE OWNERS/AGENTS :**
- PARTICULARS OF THE VESSEL** :
- 5. YEAR OF BUILD** :
- 6. PLACE OF BUILD** :
- 7. NAME OF THE BUILDER** :
- 8. LENGTH** :
- 9. BREADTH** :
- 10. DEPTH** :
- 11. GT.** :
- 12. NRT.** :
- 13. CLASSIFICATION** :
- 14. MAKE OF ENGINE** :
- 15. POWER** :
- 16. TYPE OF SHIP (GENERAL CARGO/OIL/
CHEMICAL TANKER/GAS CARRIERS/
CONTAINERS ETC.** :
- 17. PARTICULARS OF CERTIFICATES**

Name of Certificate	Date of Issue	Place of Issue	Date of Expiry	Remark Last date of Dry docking, Reasons for short term certificate, deficiencies on *RSE/etc
International Tonnage Certificate (1969)				
Passenger Ship Safety Certificate				
Cargo Ship Safety Construction Certificate				
Cargo Ship Safety Equipment Certificate				
Cargo Ship Safety Radio Certificate				
Exemption Certificate				
Cargo Ship Safety Certificate				
Document of Compliance (SOLAS 74, Regulation II-2/54)				
Dangerous Goods Special List or Manifest, or Detailed Stowage Plan				
International Oil Pollution Prevention Certificate				

Continued

*RECORD OF SAFETY EQUIPMENT (FORM – E)

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PARTICULARS OF CERTIFICATES (Continued)

Name of the Certificate	Date of Issue	Place of Issue	Date of Expiry	Remark
International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk or the Certificate of Fitness for the Carriage of Liquefied Gases in Bulk, whichever is appropriate				
International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, or the Cert. of Fitness for the Carriage of Dangerous Chemicals in Bulk, whichever is appropriate				
International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk				
International Load Line certificate (1966)				
International Load Line Exemption Certificate				
Oil Record Book, parts I and II				
Shipboard Oil Pollution Emergency Plan				
Cargo Record Book				
Minimum Safe Manning Document				
Certificates of Competency				
Medical certificates (see ILO Convention No. 73)				
Stability information				
Safety Management Certificate and copy of Document of Compliance (SOLAS Chapter IX)				
Certificates as to the ship's hull strength and machinery installations issued by the classification society in question (only to be required if the ship maintains its class with a classification society)				
Survey Report Files (in case of bulk carriers or oil tankers in accordance with resolution A.744(18))				
For ro-ro passenger ships, Information on the A/A max ratio				
Document of authorization for the carriage of grain				
Special Purpose Ship Safety Certificate				
High-Speed Craft Safety Certificate and Permit to Operate high-Speed Craft				
Mobile Offshore Drilling Unit Safety Certificate				
For oil tankers, the record of oil Discharge monitoring and control system for the last ballast voyage				
The muster list, fire control plan and damage control plan				
Ship's log-book with respect to the records of tests and drills and the log for records of inspection and maintenance of life-saving appliances and arrangements				
Procedures and Arrangements Manual (chemical tankers)				
Cargo Securing Manual				
Certificate of Registry or other Document of nationality				
Garbage Management Plan				

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PARTICULARS OF CERTIFICATES (Continued)

Name of Certificate	Date of Issue	Place of Issue	Date of Expiry	Remark
Garbage Record Book				
Bulk carrier booklet (SOLAS chapter VI regulation 7)				
Reports of previous port State control inspections				

18. MANNING:

<u>DECK</u>	<u>Cert. No.</u>	<u>Validity</u>	<u>ENGINE</u>	<u>Cert. No.</u>	<u>Validity</u>
Master			Chief Engineer		
Chief Officer			Second Engineer		
Second Officer			Third Engineer		
Third Officer			Fourth Engineer		
Fourth Officer			Fifth Engineer		
Cadet			Fitter		
Radio Officer			Elect.		

19. Are the Ship's Officers holding Certificate of Competency valid Relevant Dangerous Cargo Endorsement as per STCW Convention

- (a) Condition of ship at the time of Inspection Loaded/Unloaded
- (b) If loaded: Draught Frd: Aft :
- (c) Is Loadline marks submerged Yes /No

20. General Condition of:

Hull

Machinery

Equipment

L.S.A.

F.F.A.

21. Breakdowns:

22. Official Log Book General Entries:
OIL RECORD BOOK etc.

Signature

PSCO

ANNEX III
CHECKLIST FOR PORT STATE INSPECTION

CERTIFICATION AND DOCUMENTATION		CODE 0100
Are the following certificates and documents where applicable, on board, valid, approved where necessary, and appropriately endorsed?	Date of last endorsement (if applicable)	On Board (Yes/No)
Certificate of Registry		
International Tonnage Certificate(1969)		
Cargo Ship Safety Construction Certificate and Exemption Certificate if any		
Cargo Ship Safety Equipment Certificate and Exemption Certificate if any		
<i>Record of Equipment (Form E)</i>		
<i>Record of Approved Cargo Ship Safety Equipment</i>		
Cargo Ship Safety Radio, Radiotelegraphy or Radiotelephony Certificate and Exemption Certificate if any		
<i>Record of Equipment(Form R)</i>		
<i>Record of Approved Cargo Ship radio Installation</i>		
Cargo Ship Safety Certificate (if applicable)		
Document of Compliance (DoC/ISM Code)		
Safety Management Certificate (SMC/ISM Code)		
Document of Compliance for the Carriage of Dangerous Goods (SOLAS 74 Reg.II-2/54)		
International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk; or, Certificate of Fitness for the Carriage of Liquefied Gases in Bulk		
International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk; or, Certificate of fitness for the Carriage of Dangerous Chemicals in Bulk		
Special Purpose Ship Safety		
High Speed Craft Safety and Permit to Operate		
Mobile Offshore Drilling Unit Safety		
International Oil Pollution Prevention Certificate <i>Record of Construction and Equipment (Form A or Form B)</i>		
International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk		
International Load Line Certificate (1966) and International Load Line Exemption Certificate if any <i>Record of Conditions of Assignments of Load Line (C11 (IMO))</i>		
Cargo Record Book		
Minimum Safe Manning Document		
Certificates of Competency including any dangerous goods endorsement. Originals available with English translation where required, revalidated as necessary.		
Medical Certificates (ILO Convention No.73 concerning Medical Examination of Seafarers) are valid		
Stability booklet, associated stability plans and stability information		
Document of authorisation for the carriage of grain		

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CERTIFICATION AND DOCUMENTATION <i>Continued</i>		
	Date of last endorsement (if applicable)	On Board (Yes/No)
Certificate of Class; Classification Survey Status. Most recent quarterly listing of survey items		
Classification surveys up-to-date. No Conditions of Class overdue		
No outstanding deficiencies from previous port State control inspections overdue		
Reports of previous Port State Control inspections		
Survey Report File as required by IMO Resolution A.744(18) 'Guidelines on the Enhanced Programme of Inspections during surveys of Bulk Carriers and Oil Tankers', consisting of: Reports of Structural surveys Condition evaluation report Thickness measurement reports Survey planning document		
Are the following supporting documentation to the Survey Report File, as required by IMO Resolution A.744(18) "Guidelines on the Enhanced Programme of Inspections during surveys of Bulk Carriers and Oil Tankers", available? main structural plans of holds and ballast tanks previous repair history cargo and ballast history inspections by ship's personnel with reference to: <ul style="list-style-type: none"> ■ structural deterioration in general ■ leakages in bulkheads and piping ■ condition of coating or corrosion-prevention system, if any 		
ADDITIONAL CERTIFICATION AND DOCUMENTATION		
Certificates and documents additional to IMO Resolution A.787(19) which where applicable should be readily available for inspection at the discretion of the Port State Control Officer (PSCO)		
Certificate of Insurance or other Financial Security in Respect of Civil Liability for Oil Pollution Damage (Oil Tankers)		
Suez Canal Certificate		
Panama Canal Certificate		
De-rat certificate or de-rat exemption certificate		
Procedures and Arrangements Manual (NLS/Dangerous Chemicals)		
Canada Arctic Waters Pollution Prevention Act		
USA Vapour Emissions Control Systems		
USCG Letter of Compliance		
US Tank examination letter		
Manifest of Stowage Plan for Dangerous Goods		
Cargo Stowage and Securing Manual		
Code of Safe Practice for Solid Bulk Cargoes		
Are the damage control plans required on ships built 1 –Feb-92 and after available?		
Official log book, if required to be carried		
Manoeuvring booklet (with information displayed on the bridge)		
Current editions of SOLAS, MARPOL and Load Line conventions		
Radio log entries		
Radio station licence		
Medical locker certificate		
Liferaft servicing certificates		
Liferaft hydrostatic release certificates		
Cargo Gear Certificates		

ADDITIONAL CERTIFICATION AND DOCUMENTATION <i>Continued</i>		
	Date of last endorsement (if applicable)	On Board (Yes/No)
Register of Ship's Lifting Appliances and Cargo Handling Gear or equivalent National Authority Form complete with the following as applicable:		
Certificate of Test and Thorough Examination of Lifting Appliances		
Certificate of Test and Thorough Examination of Derricks used in Union Purchase		
Certificate of Test and Thorough Examination of Loose Gear before being taken into use, and of such gear after it has been altered or repaired		
Passenger Ship Safety Certificate		
Exemption Certificate		
Special Trade Passenger Ship Safety Certificate		
Certificate of Test and Thorough Examination of Wire Rope, before being taken into use		
Certificate of Test and Thorough Examination of Fibre Rope, before being taken into use		
Certificate of Classification/Dock Labour Board, of Lifting Appliances and Associated Gear		
Certificate of Fitness of Cargo Gear		
Certificate for Personnel Lifts		
Survey and Control of Personnel Lifts		
LOG BOOK ENTRIES		
The following log book entries may be subject to Port State control verification:		Last Date
On board training and instruction:		
Records regarding on-board training and instruction of new crew members in the use of the ship's life saving appliances including survival craft equipment, and in the use of the ship's fire-extinguishing appliances, not later than two weeks after joining the ship. On board training in the use of davit-launched liferafts at intervals of not more than four months on every ship fitted with such appliances.		
Within 12 hours before departure from port:		
Steering gear test		
Communication system bridge to steering gear compartment		
Full movement of rudder		
Visual inspection of steering linkage		
Within 24 hours of leaving port:		
Crew musters for abandon ship and fire drills, if more than 25% of the crew have not participated in abandon ship and fire drills on board the ship in the previous month.		
Weekly:		
Visual inspection of all survival craft, rescue boats and launching appliances.		
All engines in lifeboats and rescue boats run ahead and astern for a total period of not less than 3 min provided the ambient temperature is above the minimum temperature for starting the engine, unless waived by flag State (for ships constructed before 1-July-86). <i>Reference to the lifeboat operation manual should be made to ensure that in the case of lifeboats fitted with water lubricated stern tube bearings that these are not damaged by dry running. In such cases, it is recommended that during the 3 minute total engine running time that the gearbox be engaged ahead and astern briefly to ensure correct operation of the gearbox/clutch.</i>		
General Alarm system test		
Monthly:		
Life saving appliances including lifeboat equipment checks		
Crew musters for abandon ship and fire drills		
Emergency lighting for mustering and abandonment tested at each abandon ship drill		
Rescue boats other than life boats which are also rescue boats launched and manoeuvred in the water		
Three Monthly:		
Emergency steering drills		
Lifeboats launched and manoeuvred in the water		
Rescue boats other than life boats which are also rescue boats, launched and manoeuvred in the water. (Maximum permissible interval)		

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ADDITIONAL CERTIFICATION AND DOCUMENTATION <i>Continued</i>		
		Last Date
Six Monthly:		
Free-fall life boats launched and manoeuvred in the water. (Maximum permissible interval).		
MANNING		CODE 0200
Items for checking	Remarks	Yes/No
Number and composition as per safe manning documents		
Medical Certificates		
Others		
CREW AND ACCOMODATION		CODE 0300
Items for checking	Remarks	Yes/No
Minimum Age		
Cabins, mess rooms, hospital.sick bay, clean and habitable, free of any infestation, and all doors closing properly		
Heating available for voyages in cold climates, ventilation working including exhaust fans for sanitary facilities		
Adequate lighting available throughout accomodation		
Toilets/showers/washrooms/bathrooms, clean, in working order, supplied with hot water, with no leakages, no defective/broken/missing fittings, doors to toilets in order. No blocked drains, no damaged flooring/tiling		
Excessive garbage not being retained on board		
No ship's stores or equipment stored in crew spaces		
Hospital not being used as crew accommodation		
Medical locker properly stocked and with instructions regarding use of medicines/equipment		
FOOD AND CATERING		CODE 0400
Items for checking	Remarks	Yes/No
Galleys, pantries and food preparation area, clean and free of any infestation, with no blocked drains, no damaged flooring/tiling		
Heating, ventilation and hot water supply in order		
Galley equipment clean, grease traps in place, no accumulation of oil or grease on exhaust trap over the cooking range. Dampers operational.		
Provision rooms clean and free of any infestation		
Fridges kept clean and defrosted		
Fresh water bunkering/filling pipe has closing device and separate filling hose provided		
Adequate food and potable water for voyage		
WORKING SPACES		CODE 0500
Items for checking	Remarks	Yes/No
All working spaces have adequate lighting available, together with adequate ventilation.		
LIFE SAVING APPLIANCES		CODE 0600
Are the following in good condition, working order and available in correct number as per the Record of Approved Cargo Ship Safety Equipment	Remarks	Yes/No
Muster lists including manning of fire parties and emergency procedures in a language understood by the crew, posted in conspicuous places throughout the ship, including: navigating bridge engine room crew accommodation spaces		
Muster lists showing duties assigned to crew members		
Emergency instructions provided for each person on board Training manuals concerning life-saving appliances and the best method of survival, available in each crew mess room and recreation room or in each crew cabin		

LIFE SAVING APPLIANCES <i>Continued</i>		
	Remarks	Yes/No
Instructions for on-board maintenance of life-saving appliances		
Bridge distress signals (12 red parachute flares) correctly stowed and within manufacturer's expiry date		
Fast rescue boat		
Line throwing appliances with 4 rockets and lines within manufacturer's expiry date		
Two-way VHF radiotelephone apparatus working satisfactorily (3 minimum unless <500 gt cargo ship when minimum is 2)		
Radar transponders working satisfactorily with batteries in date (2 minimum unless <500 gt cargo ship when minimum is 1)		
Lifeboats:		
Servicing and testing after 5 years, as required		
Lifting hooks checked for condition, lubrication and efficiency of attachment on boat		
Marine evacuation system		
Boat structure visually checked for condition		
Buoyancy tanks/casings or built-in buoyancy, checked for condition		
Helicopter landing/pick-up area		
Means of rescue		
Mast clamp, rigging, sail, where fitted, tested and operative		
Mechanical propulsion/Fleming gear, where fitted, tested and operative		
Portable exposure covers, supports and securing arrangements, where required on open boats, to be checked for condition		
Totally enclosed lifeboat canopy and closing appliances to be checked for condition		
Anti-exposure suits		
Tricing pendants if required fitted of correct length to bring boat alongside embarkation deck		
Bowsing tackles provided, if necessary		
Painters rigged		
Heavy weather recovery straps provided, with instructions for use		
Hanging-off pendants provided with instructions for use		
Hanging-off pendants suspension points fitted to davits		
Hanging-off pendants attachment points fitted to lifeboat hook assemblies		
If fitted with self contained air supply, the air bottles correctly charged and fitted with gauges		
If fitted with water spray system, the system checked and found satisfactory		
The instructions for the hook release (self Releasing Arrangement) clearly posted and in the correct language for the crew. Release control clearly marked and lubricated		
Fitted with retro-reflective material		
All equipment checked and found in accordance with the Record of Approved Cargo Ship Safety Equipment, including the following items:		
Oars checked for condition		
Operational readiness of lifesaving appliances		
Evaluation, testing and approval		
Thole pin, or crutches or equivalent provided for each oar and attached to boat by lanyards or chains		
Position of drain valves clearly marked		
Drain plugs fitted with chains, one for each drain valve and 1 spare		

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LIFE SAVING APPLIANCES <i>Continued</i>		
	Remarks	Yes/No
Rudder , tiller and steering arrangements checked for condition		
Buoyant grab lines becketed around the outside of boat, checked for condition		
Bilge pump tested and found satisfactory		
Food rations all within expiry date		
Lifeboat pyrotechnics all within expiry date and of approved type		
Skates and fenders checked for condition		
Bilge grab rails, where fitted, checked for condition		
Condition of Hull		
Embarkation ladder condition. Securing eyes on deck not corroded and wasted		
Free-fall lifeboats:		
Securing devices and release arrangements checked for condition		
Closing appliances in good condition, loose gear stowed		
Seats, anchorages and seat belts in good condition		
Lifeboat Engine:		
Starts readily		
Gearbox engages forward and astern		
Exhaust system found free from fuel/cooling system leaks and exhaust/hot surfaces properly insulated		
Engine properly serviced		
Drive belts for auxiliaries correctly adjusted (generator/water pumps)		
Fuel tank in good condition and filled with sufficient fuel for 24 hours running		
Engine transmission and accessories enclosed in fire retardant casing		
Portable fire extinguisher suitable for oil fires within service period		
Propeller guard checked for condition		
Batteries and charging arrangements checked and found satisfactory		
Water resistant instructions for starting and operating the engine clearly posted and in the correct language for the crew		
Tool Box is readily accessible		
Embarkation arrangements:		
Survival craft launching instructions using IMO symbols posted on or in the vicinity of the survival craft and their launching controls, preferably under emergency light		
Lighting at muster and embarkation stations adequate and supplied by emergency power source		
Area of water into which survival craft are launched provided with adequate lighting, including forward liferaft (if any)		
Lighting at alleyways, stairways and exits giving access to muster and embarkation stations adequate		
Embarkation ladders in good condition (including one for forward liferaft)		
Launching appliances		
Lifeboat davits in good working condition		
All pulleys greased and rotating freely, including arms rollers		
Limit switches on davits tested and found satisfactory including cut off switch for hand hoisting		
Davit winches tested, brakes working satisfactorily		
Free-fall lifeboat ramp and recovery arrangements, where fitted, in good working order, all moving parts correctly lubricated		

LIFE SAVING APPLIANCES <i>Continued</i>	Remarks	Yes/No
Lifeboat falls free from paint and greased. Falls used in launching turned end for end at intervals of not more than 30 months, and renewed when necessary, or at intervals of not more than 5 years (unless stainless steel or Flag State requirements differ). Falls certificate readily available.		
Rescue boat launching appliance in good working order (if carried as separate boat from the ship's lifeboats), including on-load, off-load release hook of approved type.		
Launching davits for davit launched liferafts, where fitted, in good working order with off-load release hook of approved type.		
Inflatable liferafts:		
Serviced at intervals not exceeding 12 months at an approved service station-correct SOLAS pack (A & B) provided		
Rescue boat (if carried as separate boat from the ship's lifeboats):		
Painter permanently attached through weak link to the ship		
Capable of manual release, e.g. fitted with senhouse slip		
Correctly stowed in cradle and able to float free; i.e. no overhead awning or other obstruction. Each liferaft lashing other than the forward six man liferaft, fitted with a hydrostatic release unit (HRU)		
If fitted with an HRU, serviced at intervals not exceeding 12 months at a service station competent to service them		
Equipment checked and found complete as per the Record of Approved Cargo Ship Safety Equipment		
Properly marked		
Fitted with retro-reflective material		
If of inflatable type, serviced in accordance with the manufacturer's instructions and kept fully inflated ready for use		
Lifebuoys:		
Without attachments, fitted with retro-reflective material, correctly stowed, ships name correctly marked		
With self-igniting lights, fitted with retro-reflective material, lights working, correctly stowed, ships name correctly marked		
With self-igniting lights and self-activating smoke signals, capable of quick release from the navigating bridge, fitted with retro-reflective material, lights working, correctly stowed, ships name correctly marked, smoke signals within expiry date, sufficient weight to release signals.		
With buoyant lifeline (sound), fitted with retro-reflective material, correctly stowed, ships name correctly marked		
Lifejackets:		
With whistle and light, fitted with retro-reflective material, batteries within expiry date		
Stowed in accessible and clearly marked places		
Inflatable lifejackets are within their service period		
Additional lifejackets positioned for persons on watch (Bridge and Engine Control Room)		
Additional lifejackets positioned for use at remotely located survival craft stations		
Other personal safety equipment:		
Immersion suits fitted with retro-reflective material, inspected for condition, zips tested, correctly stowed and ready for immediate use. Lights checked and found satisfactory.		
Thermal protective aids fitted with retro-reflective material, inspected for condition, correctly stowed and ready for immediate use		

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LIFE SAVING APPLIANCES <i>Continued</i>		
	Remarks	Yes/No
Fireman's outfits complete, ready for immediate use, all air cylinders charged, safety lamp batteries tested and found satisfactory		
Chemical tanker protective suits and breathing apparatus checked for number, location and condition		
Atmospheric test meters and alarms (oxygen, hydrocarbons etc.)		
FIRE PROTECTION, DETECTION AND EXTINCTION CODE 0700		
Are the following in good condition/working order and correct number as per the Record of Approved Cargo Ship Safety Equipment?		
Fire control plans:		
Available in the official language of the flag State. If the language is neither English nor French, a translation into one of those languages is included		
Plans in good condition and easily read, kept up-to-date with any amendments using the latest IMO symbols, permanently exhibited in an accessible location		
Duplicate set of plans permanently stored in a prominently marked weathertight container outside the deckhouse. Container checked for ease of opening		
Manual/Instructions for the maintenance and operation of all the fire fighting equipment and installations on board, in a language understood by the crew, readily available in an accessible position		
Main fire pumps and valves		
Emergency fire pump:		
Starts readily and supplies proper pressure particularly at light displacement condition of the ship		
Ship's side valves operating freely and fitted with extended spindles where necessary		
Diesel powered pumps correctly maintained with fuel and water services and exhaust system in good condition free from leaks		
If electric powered, the pump is capable of being run from the emergency source of power		
If required, relief valve checked and operative		
Jacketed piping system for high pressure fuel lines		
Starting instructions clearly displayed and understood by crew		
Fire Main/Foam Line:		
Checked for condition		
Expansion couplings checked for condition		
Inspected under pressure and found free from leaks		
Hydrants with handwheels in good condition		
Relief valves in good condition		
Isolating valves clearly marked and operational		
Appliances:		
All fire appliances located in compliance with the fire control plan		
Fire-hoses checked and found in good condition with no leaks and of non-perishable material		
All nozzles of dual purpose type (i.e. spray/jet type) incorporating a shut-off Checked and found operable		
Hoses, nozzles and tools all correctly stowed; fire boxes in good condition		
Sand box and scoops, where installed. Sand box full and scoop in place		
Portable and non-portable fire extinguishers. Servicing/inspection records available		
International shore connection readily available and location clearly marked		

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FIRE PROTECTION, DETECTION AND EXTINCTION <i>Continued</i>		
	Remarks	Yes/No
Fixed fire extinguishing arrangements for machinery and cargo spaces using: CO ₂ /Halon/Foam/Pressure water spray/Automatic sprinkler/Dry powder. Control rooms clearly marked and readily accessible. Gas release alarm including time delay for CO ₂ /Halon operating satisfactory. Clear instructions for operation posted in a language understood by the crew. Servicing records available including date of last recharge/sample test of foam. Emergency lights & ventilation satisfactory.		
Paint locker fire extinguishing system checked and found satisfactory		
Remote stops for ventilation fans, galley exhaust, boiler fans, oil fuel pumps and other pumps that discharge flammable liquids, operational and clearly marked.		
Quick closing valves on the tanks for oil fuel, lubricating oil and other flammable liquids, operational. Where operating mechanism employs wires and pulleys, the wires to be checked for condition. Air/Hyd lines for leakage		
Ventilation and funnel dampers, operational and clearly marked		
Fixed detection and alarm systems; means of triggering smoke or heat detectors available; check for missing/damaged/non-functioning detectors; records of previous testing available to ensure that all detector heads are tested in rotation		
Inert gas system:		
Generator, scrubber, valves, pipework, blowers, control system, deck seal, alarms and overboard discharge in good condition and operating satisfactory		
Structural fire protection:		
Bulkheads and insulation arrangements checked and found satisfactory		
Self-closing doors other than remote release, operating satisfactorily and no holdback hooks fitted		
Remote release doors all operating satisfactorily		
Fire resistant closing devices for openings for food lifts from galley to pantry		
ACCIDENT PREVENTION		CODE 0800
Protective guards for rotating parts of machinery, winches, properly secured in place		
Engine room workshop unobstructed with moving parts of tools guarded		
Hand rails, guard rails and floor plates in machinery spaces properly secured in place		
Floor plates in machinery spaces, oil free and non-slip		
Hot surfaces adequately insulated		
Electric wiring properly insulated, protected and secured		
Personal protective clothing and equipment available		
Safety signs posted in crew areas		
Are Safety Meetings being held, where appropriate		
SAFETY IN GENERAL		CODE 0900
Hydraulic and other closing devices/water tight doors		
Signs, Indications		
Safety Plans		
Masters And Drills		
Gangway, Accommodation ,Ladder		
Bunkering line drip trays, blind flanges		
Enhanced programme of inspection		
Survey Report File		
Means of escape:		
From accommodation, machinery and other spaces clearly marked and guided. Ladders and hatches checked for condition; trunks, alleyways and stairways Unobstructed. Emergency lighting checked and found satisfactory		

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SAFETY IN GENERAL <i>Continued</i>		
	Remarks	Yes/No
Cylinders containing Acetylene or Oxygen:		
Stored in approved permanent stowage facilities on or above uppermost continuous deck and outside of machinery space		
Empty cylinders stored as for full cylinders		
Storage space clearly marked		
HULL AND FITTINGS		
Structure:		
No known cracks, buckling or defects in the decks, bulkheads, cargo holds, shell plating, top side tanks, ballast tanks, tanktop plating		
Forepeaks and chain lockers checked for wastage		
Hatch cover mechanism checked for hydraulic leaks		
Hold access ladders checked for damage and wastage		
PILOT BOARDING ARRANGEMENTS		
Pilot ladders; steps and spreaders checked for condition including non-slip surface; ropes checked for condition. Eyes on deck not corroded and wasted		
Accommodation ladder where fitted, checked for condition		
Pilot hoist in good working condition		
Adequate overside lighting		
Lifebuoy with light and heaving line provided close by		
Gates in bulwarks or guard rails checked together with handholds and any bulwark ladder or platform and handhold stanchions, and found satisfactory		
Electrical:		
Conduit for electric cabling on deck checked for condition		
Electric cabling throughout accommodation, machinery spaces and on deck on be checked for protection, insulation, support of cable runs and junction boxes, no broken fittings, no naked lights, and no cables with bare ends, and found in satisfactory condition. Megger readings available		
Paint locker lighting and electrical installation in way of storage facilities for acetylene and oxygen cylinders verified to be of certified safe type, and checked for condition and found satisfactory		
Main generators capable of being synchronised		
Main and Emergency Switchboards:		
Equipped where necessary with nonconducting mats front and rear		
No obstructions or equipment stored at the rear		
Sides and rear, and where necessary the front, adequately guarded		
Emergency source of power- generator:		
Generator tested on load		
Automatic start, if applicable, tested		
Starting batteries and charging arrangements, where fitted, checked and charger operating correctly		
Secondary means of starting tested		
Emergency source of power – batteries:		
Charger checked and operating correctly		
Charge indicator fitted and working		
Emergency lighting:		
Emergency lighting and services examined working and found satisfactory		
Steering gear:		
No hydraulic leaks		

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SAFETY IN GENERAL <i>Continued</i>		
	Remarks	Yes/No
Rudder angle indicator reading the same as the bridge and clearly visible at emergency steering position		
Emergency steering gear change over and operation instruction clearly displayed		
Communications with bridge operating satisfactorily		
Ship's heading at emergency steering position the same as the reading at the bridge		
GENERAL ALARM CODE 1000		
Fire alarm		
Steering gear alarm		
Engineer's alarm		
Where applicable, Bridge and/ or Engine Room dead man's alarms		
Inert gas alarm		
UMS alarm (including high level bilge alarms in engine room)		
Machinery alarms such as oil mist detector		
Boiler alarm		
Where bells are used, the condition of the striker checked and found satisfactory		
CARGO GEAR CODE 1100		
Cargo gear surveys up-to-date as per certificates under Code 0100		
Cargo Securing Manual		
Derricks, cranes, masts and loose gear checked for condition		
All ladders, walkways and handrails checked for condition		
Winches used in association with lifting equipment in good condition		
Safe Working Loads clearly marked		
The required additional requirements have been checked, including the electrical equipment and wiring, boundary insulation, provision of protective clothing, portable appliances, testing of the water supply, bilge pumping system and water spray system if any		
LOAD LINE ITEMS CODE 1200		
Are the following in good condition/working order and correct as per the Conditions of Assignment of Load Lines		
Load line marks including the deck line, and draught marks, all clearly visible and correctly marked		
Ship with timber load line markings, timber fittings in good condition		
Air pipes checked for damage and wastage, including condition of closing devices and flame screens		
Cargo tank openings, covers and screens checked for damage and wastage		
Lifelines in good condition		
Weather-tight doors checked for condition; e.g. corrosion buckling of door and hinges, deterioration of gasket retaining channel, missing/deteriorated gasket and missing/frozen/corroded dogs/cleats/weather-water tightness		
Main cargo hatch coamings and coaming stays checked for condition, e.g. corrosion and damage		
Main hatch covers and access hatch covers checked for condition; e.g. corrosion and damage, deterioration/damage to retaining channels, missing/deteriorated gasket and missing/frozen/corroded dogs/cleats/weather-water tightness		
Windows, sidescuttles and skylights checked for condition		
Deadlights and storm covers, where fitted, checked for condition		
MOORING ARRANGEMENTS CODE 1300		
Anchors and chain cables in good condition, properly stowed, hawse pipe, chain stoppers and chain pipe covers in place		

MOORING ARRANGEMENTS <i>Continued</i>		
	Remarks	Yes/No
Windlass and mooring winches checked with respect to brake linings, guards, wastage of foundations, operating controls, hydraulic leaks		
Mooring ropes and wires in good condition		
Fairleads in good condition and rollers free		
MACHINERY CODE 1400		
Machinery spaces including steering gear space, tank tops and bilges free from excess oil or other fire hazard including accumulations of oily waste material and rags. Drip trays and save alls emptied. Tank top & bilge lighting		
Main machinery and essential auxiliaries operating satisfactorily and with no excessive fuel, lube oil, or water leakages		
Shielding of high pressure oil fuel lines in place		
Are the gauge glasses used for indicating the level of liquid in tanks containing oil fuel, lubricating oil and flammable liquids of approved type, with self closing valves at the lower end of the gauge glass and where necessary the top. Checked and in good condition		
Boilers		
Exhaust pipes properly insulated and the insulation free of any oil contamination		
Steam pipes properly insulated		
No excessive steam leaks		
Boiler safety valve easing gear connected		
Boiler gauge glasses clean		
Bilge pumping system operating satisfactorily		
All sounding pipes in machinery spaces fitted with closing devices If weighted lever cocks are used, the weights in place and levers not constrained in the open position		
Cooling water piping systems examined for condition		
Sea chests and sea valves including vents in good condition and easily operable		
Remotely operated watertight doors, tested and found satisfactory including alarm		
Communication between engine room/control room and bridge including telegraph satisfactory		
NAVIGATION AND SIGNALLING CODE 1500		
The extent to which the following equipment is fitted, together with details of manufacturer and type, will be indicated on the Record of Approved Cargo Ship Safety Equipment and in Approved Plan		
The equipment should be checked to be in order and as listed on the form.	Remarks	Yes/No
Magnetic compasses		
Magnetic compass table of residual deviation and check bearings		
Gyro compass and error check log book		
Radars		
Automatic radar plotting aid (ARPA)		
Emergency steering position communications/compass reading		
Automatic radar plotting aid		
Course recorder, if fitted		
Echo sounder		
Speed and distance indicator		
Propeller revolution counter		
Controllable-pitch propeller pitch and operational mode indicator		
Rate of turn indicator		
Auto-pilot (including change over instructions)		

Amendment No.000

NAVIGATION AND SIGNALLING <i>Continued</i>		
	Remarks	Yes/No
2182 kHz homing on RDF		
Sound signals including ship's whistle and shapes		
Daylight signalling lamp and the source of power (emergency generator or battery)		
Navigation lights. Test on main and emergency supply. Check correct bulbs fitted; lenses clean; arc screens fitted; spares available with certificates; sidelight inboard screens painted matt black; securing brackets and mountings in good condition.		
Navigation light failure warning on bridge tested		
Current edition of International Code of Signals		
Charts. Charts corrected up to latest Notices to Mariners received Chart correction log being kept Charts in use appropriate for the ship's current itinerary		
Nautical publications. The up-to-date editions of all nautical publications corrected to the latest Weekly Notices to Mariners for the current voyage including Sailing directions and supplements, Lists of Lights, Lists of Radio Signals, Tide Tables, Nautical Almanac.		
Operational and, where appropriate, maintenance manuals, provided for all navigational equipment		
RADIO (GMDSS) CODE 1600		
Are the following in good condition, working order?	Remarks	Yes/No
Antennas		
Functional requirements		
MF Radio installation		
MF/HF Radio installations		
INMARSAT ship earth station		
Satellite EPIRB 406 MHz/1.6 GHz. Clearly marked and accessible. Able to float free. Manual release fitted. Hydrostatic release unit within service. Can be manually activated		
NAVTEX receiver		
INMARSAT EGC receiver		
Radar transponder		
Radiotelephone alarm signal generator		
Radiotelephone distress frequency watch receiver		
Reserve source of power (Radio battery)		
MARPOL ANNEX I CODE 1700		
Is the following equipment correct as per the Record of Construction and Equipment and working satisfactorily?	Remarks	Yes/No
Oily water separators, oil filters, process unit(s)		
Oil content meter, automatic stopping device, pumps and associated piping		
Indicators and recorders; 15 ppm alarm arrangements		
Ship type designation- Annex I		
Oil fuel and ballast water systems segregated		
Standard discharge for oil residue sludge tanks provided		
Adequate capacity in slop/sludge tanks for voyage		
Homogenisers and sludge incinerators (if fitted)		
No direct discharge overboard from sludge tank; suspected discharge violation		
Oil Record Book Part I (Machinery Space Operations) properly maintained using proper letter codes		
Shipboard Oil Pollution Emergency Plan (SOPEP) (Marpol 73/78, Annex I, Reg.26)		

Amendment No.000

MARPOL ANNEX I Continued		
	Remarks	Yes/No
SBT, CBT, COW		
COW Operations and Equipment Manual		
Double hull construction		
Hydrostatically balanced loading		
Control of discharge of oil		
Retention of Oil on board		
TANKERS CODE 1800		
Oil Record Book, Part II (Cargo/Ballast Operations) properly maintained		
Oil discharge monitoring and control system		
Oil/water interface detectors		
Approved Dedicated Clean Ballast Tank manual		
Approved Crude oil washing operations and equipment manual		
Approved Oil discharge monitoring and control system operations manual		
Print outs from ODM equipment		
Approved operational procedures for existing oil tankers having special ballast arrangements		
ODM equipment set at 30 litres per nautical mile, alarms tested for ODM functions		
Flow meter checked by pumping water between tanks with calculated level changes in tanks		
All pipework found free from leaks, portable spool piece available (if required)		
On oil tankers are the cargo pipelines, manifolds, ventilation lines, P/V valves, screens, risers or headers ullage port covers free from leaks and operating satisfactory. Drip trays in place in way of manifolds.		
Cargo pump room free from leakage, excess oil residues, and the ventilation system, cargo pumps, stripping pumps, controls and alarms all in good working condition. Gas tightness of pump room doors, display of entry procedure. Communication between pump room and Cargo/Engine Control room.		
All relevant documents and type approval certificates readily available for the above items		
Cargo area segregation		
Location of air intakes/openings to accommodations, machinery and control spaces		
Fire protection of cargo deck area		
Personnel protection		
Tank entry procedure		
Emergency towing arrangements		
Other		
MARPOL ANNEX II CODE 1900		
Cargo record book		
P & A Manual		
Efficient stripping		
Residue discharge system		
Tankwashing equipment		
Prohibited discharge of NLS slop		
Cargo heating system cat & substances		
Ventilation procedures/equipment		
Pollution report – Annex II		
Ship type designation – Annex II		

MARPOL ANNEX II <i>Continued</i>		
	Remarks	Yes/No
Other (Annex II)		
SOLAS OPERATIONAL DEFECTS CODE 2000		
Muster list		
Communication		
Fire Drills		
Abandon ship drills		
Damage control plan		
Fire control plan		
Bridge operation		
Operation of GMDSS equipment		
Cargo operation		
Operation of machinery		
Manuals, instructions etc.		
Establishment of working language on board		
Dangerous goods & harmful substances in packaged form		
Other Solas related operational deficiencies		
MARPOL OPERATIONAL DEFECTS CODE 2100		
Oil & oily mixture from machinery spaces		
Loading, unloading & cleaning procedures for cargo spaces of tankers		
Garbage		
Other Marpol related operational deficiencies		
MARINE POLLUTION ANNEX III CODE 2200		
Packaging		
Marking & labeling		
Documentation		
Stowage		
Other (packaging related to marine pollution Annex III)		
MARPOL - ANNEX V CODE 2300		
Placards		
Garbage management plan		
Garbage record book		
Other (MARPOL/Annex V)		
ISM RELATED DEFICIENCIES CODE 2500		
The following documents and records relevant to the ISM Code are available and up-to-date		
Copy of Document of Compliance relevant to the operating company and the ship type and Safety Management Certificate		
Safety and environmental policy		
Company responsibility and authority		
Designated person(s)		
Masters responsibility and authority		
Resources and personnel		
Development of plans for shipboard operations		

Amendment No.000

Emergency preparedness		
ISM RELATED DEFICIENCIES <i>Continued</i>		
	Remarks	Yes/No
Records to demonstrate compliance with the SMS, such as records of: crew familiarisation, including instructions required prior to sailing training carried out on board drills and exercises to prepare for emergency actions reporting of non-conformities, accidents and hazardous occurrences maintenance and inspections of the ship measures provided to promote the reliability of equipment, the sudden failure of which may result in hazardous situations		
Reports and analysis of non-conformities, accidents and hazardous occurrences		
Maintenance of the ship and equipment		
Documentation		
Company verification, review and evaluation		
Certification, verification and control		
<i>The following codes for action taken should be used in relation with ISM non-conformities:</i> 18 <i>rectify non-conformity within 3 months</i> 19 <i>rectify major non-conformity before departure</i>		
BULK CARRIERS - ADDITIONAL SAFETY MEASURES		CODE 2600
Bulkhead strength		
Endorsement of cargo booklet		
Triangle mark		
Cargo density declaration		
Loading instrument		
Other (bulk carriers)		
OTHER DEFICIENCIES		CODE 9900
Other defs. clearly haz. to safety health environment		
Other defs. not clearly haz. to safety health environment		

ANNEX IV

**[Annex VIII as per Amended Res.A.787(19)]
**Format for the report of contravention of
 MARPOL 73/78 (article 6)
 IMO port State control procedures****

(issuing authority)
 (address)
 (telephone)
 (facsimile)
 (e-mail)

Copy to: Master

- 1 reporting country.....
- 2 name of ship..... 3 flag of ship.....
- 4 type of ship.....
- 5 call sign..... 6 IMO number.....
- 7 gross tonnage..... 8 deadweight(where appropriate).....
- 9 year of build..... 10 recognized organization.....
- 10 date of incident..... 12 place of incident.....
- 13 date of investigation.....

14 In case of contravention of discharge provisions, a report may be completed in addition to port State report on deficiencies. This report should be in accordance with parts 2 and 3 of appendix 2 and/or parts 2 and 3 of appendix 3, as applicable, and should be supplemented by document, such as:

- .1 a statement by the observer of the pollution;
- .2 the appropriate information listed under section 1 of part 3 of appendices 2 and 3 to the Procedures, the statement should include considerations which lead the observer to conclude that none of any other possible pollution sources is in fact the source;
- .3 statements concerning the sampling procedures both of the slick and on board. These should include location of and time when samples were taken, identity of person(s) taking the samples and receipts identifying the persons having custody and receiving transfer of the samples;
- .4 reports of analyses of samples taken of the slick and on board; the reports should include the results of the analyses, a description of the method employed, reference to or copies of scientific documentation attesting to the accuracy and validity of the method employed and names of persons performing the analyses and their experience;
- .5 if applicable, a statement by the PSCO on board together with the PSCO's rank and Organisation;
- .6 statements by persons being questioned;
- .7 statements by witnesses;
- .8 photographs of the slick;
- .9 copies of relevant pages of Oil/Cargo Record Books, log-books, discharge recordings, etc.

Name and Title (duly authorised Contravention investigating official)

.....

Signatur

ANNEX V
CODES FOR NATURE OF DEFICIENCIES

<p>0100 SHIP'S CERTIFICATES</p> <p>0110 Cargo Ship Safety Equipment (including exemption)</p> <p>0111 Cargo Ship Safety Construction (including exemption)</p> <p>0112 Passenger Ship Safety (including exemption)</p> <p>0113 Cargo Ship Safety Radio (including exemption)</p> <p>0114 Cargo Ship Safety (including exemption)</p> <p>0116 Document of Compliance (DoC/ISM Code)</p> <p>0117 Safety Management Certificate (SMC/ISM Code)</p> <p>0120 Load Lines</p> <p>0130 Liquefied Gases in Bulk (CoF/GC Code)</p> <p>0131 Liquefied gases in bulk (CoF /IGC Code)</p> <p>0135 Minimum Safe Manning Document</p> <p>0140 Dangerous Chemicals in Bulk (CoF /BC code)</p> <p>0141 Dangerous Chemicals in Bulk (CoF /IBC code)</p> <p>0150 Prevention of Pollution by Oil (IOPP)</p> <p>0155 Prevention of Pollution NLS in Bulk (NLS)</p> <p>0157 International Sewage Pollution Prevention Certificate</p> <p>0158 International Ship Security Certificate</p> <p>0159 Statement of Compliances (CAS)</p> <p>0164 Interim Statement of Compliances (CAS)</p> <p>0171 Special Purpose Ship Safety</p> <p>0172 High Speed Craft Safety and Permit to Operate</p> <p>0173 Mobile Offshore Drilling Unit Safety</p> <p>0174 INF Certificate of Fitness</p> <p>0180 Tonnage</p> <p>0190 Logbooks/ compulsory entries</p> <p>0199 Other (ship's certificates)</p> <p>0200 CERTIFICATE AND WATCHKEEPING FOR SEAFARERS</p> <p>0221 Certificates for master and officers</p> <p>0222 Certificate for ratings for watchkeeping</p> <p>0223 Certificates for radio personnel</p> <p>0224 Certificate for personnel on tankers</p> <p>0226 Certificate for personnel on fast rescue boats</p> <p>0227 Certificate for advance fire-fighting</p> <p>0228 Documentary evidence for personnel on passenger ships</p> <p>0229 Documentary evidence for personnel on ro-ro passenger ships</p> <p>0230 Manning specified by the minimum safe manning document</p> <p>0241 Certificate for medical care</p> <p>0250 Certificate for personnel on survival craft and rescue boats.</p> <p>0251 Certificate for medical care</p> <p>0252 Evidence of basic training</p> <p>0253 Schedules for watchkeeping personnel</p>	<p>0260 Rest Period</p> <p>0261 Records of test</p> <p>0270 Endorsement by flag states</p> <p>0270 Application for endorsement</p> <p>0299 Other (STCW)</p> <p>0300 CREW AND ACCOMMODATION (ILO 147)</p> <p>0301 Minimum age</p> <p>0310 Dirty Parasites</p> <p>0320 Ventilation, Heating</p> <p>0321 Heating</p> <p>0322 Noise</p> <p>0330 Sanitary facilities</p> <p>0340 Drainage</p> <p>0350 Lighting</p> <p>0360 Pipes, wires, (insulation)</p> <p>0361 Electrical devices</p> <p>0370 Sick bay</p> <p>0371 Medical equipment</p> <p>0380 Access / Structure</p> <p>0382 Sleeping room</p> <p>0383 No direct openings into sleeping rooms from cargo/ Machinery areas</p> <p>0384 Furnishings</p> <p>0385 Berth dimensions, etc.</p> <p>0386 Clear head</p> <p>0387 Messroom location</p> <p>0388 Oil skin locker</p> <p>0389 Laundry</p> <p>0390 Record of inspection</p> <p>0399 Other (accommodation)</p> <p>0400 FOOD AND CATERING (ILO 147)</p> <p>0410 Galley, handling rooms</p> <p>0411 Ventilation</p> <p>0412 Lighting</p> <p>0413 Cleanliness</p> <p>0420 Provisions (quantity)</p> <p>0421 Provisions (quality)</p> <p>0430 Water, pipes and tanks</p> <p>0440 Cold rooms</p> <p>0441 Cold room temperature</p> <p>0442 Cold room cleanliness</p> <p>0450 Food personal hygiene</p> <p>0451 Food temperature</p> <p>0452 Food segregation</p> <p>0460 Records of inspection</p> <p>0499 Other (food)</p> <p>0500 WORKING SPACES</p> <p>0510 Ventilation</p> <p>0515 Heating</p> <p>0520 Lighting</p> <p>0530 Safe means of access</p> <p>0531 Safe means of access Shore – Ship</p> <p>0532 Safe means of access Deck – Hold /Tank, etc.</p> <p>0533 Obstruction/slipping, etc.</p> <p>0540 Protection machinery</p> <p>0541 Electrical</p> <p>0542 Machinery</p>	<p>0543 Steam pipes and pressure pipes</p> <p>0550 Danger Areas</p> <p>0551 Gas instruments</p> <p>0552 Emergency cleaning devices</p> <p>0599 Other (working space)</p> <p>0600 LIFE SAVING APPLIANCES</p> <p>0610 Lifeboats</p> <p>0611 Lifeboat inventory</p> <p>0613 Stowage of Lifeboats</p> <p>0615 Rescue boats</p> <p>0616 Rescue boat inventory</p> <p>0617 Fast rescue boat</p> <p>0618 Stowage of rescue boats</p> <p>0620 Inflatable liferafts</p> <p>0625 Rigid liferafts</p> <p>0628 Stowage of liferafts</p> <p>0629 Marine evacuation system</p> <p>0630 Launching arrangements for survival craft</p> <p>0635 Launching arrangements for rescue boats</p> <p>0636 Helicopter landing/pick-up area</p> <p>0637 Means of rescue</p> <p>0640 Distress flares</p> <p>0650 Lifebuoys</p> <p>0660 Lifejackets</p> <p>0663 Immersion suits</p> <p>0664 Anti-exposure suit</p> <p>0666 Thermal protective aids</p> <p>0669 Radio life saving appliances</p> <p>0674 Emergency equipment for 2-way Communication</p> <p>0676 Public address system</p> <p>0680 Embarkation arrangements - survival craft</p> <p>0683 Embarkation arrangements - rescue boats</p> <p>0684 Means of recovery of life saving appliances</p> <p>0686 Buoyant apparatus</p> <p>0690 Line-throwing appliances</p> <p>0692 Operational readiness of lifesaving appliances</p> <p>0694 Evaluation, testing and approval</p> <p>0695 On board training and instructions</p> <p>0696 Maintenance and inspection</p> <p>0697 Decision support system for Masters on Passenger Ships</p> <p>0699 Other (life saving)</p> <p>0700 FIRE SAFETY MEASURES</p> <p>0710 Fire prevention</p> <p>0711 Inert gas system</p> <p>0712 Division – main zones</p> <p>0713 Main vertical zone</p> <p>0714 Doors within Main vertical zone</p> <p>0715 Fire detection</p> <p>0716 Fire patrol</p> <p>0720 Ready availability of fire fighting equipment</p> <p>0725 Fixed fire extinguishing installation</p> <p>0730 Fire Fighting equipment and appliances</p> <p>0735 Personal equipment</p>
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Codes for Nature of Deficiencies Continued

Amendment No002/04

<p>0736 Emergency Escape Breathing device 0739 Emergency fire pump 0740 Fire pumps 0741 Means of control (opening, closure of skylights, pumps, etc. machinery spaces 0743 Fire-dampers 0745 Ventillation 0746 Jacketed piping system for high pressure fuel lines 0750 International shore connection 0755 Fire control plan – all ships 0760 Unattended Machinery spaces (UMS) Evidence 0770 Doc of Compliances Dangerous Goods. 0799 Other (fire safety)</p> <p>0800 ACCIDENT PREVENTION (ILO 147) 0810 Personal equipment 0815 Warning notices 0820 Protection machines/parts 0830 Pipes, wires (insulation) 0850 Structural features (ship) 0860 Entry dangerous spaces(instructions, Warnings 0870 Cargo Gear Record Book 0899 Other (accident prevention)</p> <p>0900 STABILITY, STRUCTURE AND RELATED EQUIPMENT 0910 Hydraulic & other closing devices/ watertight doors 0915 Signs and indicators (WT doors, fire detectors, fire dampers, ventilation) 0920 Damage control plan 0930 Stability/strength/loading information and instruments 0931 Information on A/a-max ratio(ro-ro passenger ships) 0936 Steering gear 0938 Damage to hull due to weather or ship operation 0940 Ballast, fuel and other tanks 0945 Emergency lighting, batteries & switches 0950 Electric equipment in general 0951 Low level lighting in corridors 0955 Pilot ladders 0956 Gangway, accommodation ladder 0960 Means of escape 0970 Location of emergency installations 0972 Permanent means of access 0981 Beams, frames, floors-operational damage 0982 Beams, frames, floor-corrosion 0983 Hull - corrosion 0984 Hull cracking 0985 Bulkheads corrosion 0986 Bulkheads - operational damage 0987 Bulkheads - cracking 0988 Decks - corrosion 0989 Deck - cracking 0990 Enhanced programme of inspection 0991 Survey Report File 0992 Thickness measurement report 0999 Other (stability/structure)</p> <p>1000 ALARM SIGNALS 1010 General alarm</p>	<p>1011 General emergency alarm 1012 Crew alarm 1020 Fire alarm 1030 Steering-gear alarm 1040 Engineer's alarm 1050 Inert gas alarm 1060 Machinery controls alarm 1070 UMS - alarm 1080 Boiler – alarm 1090 Opening/closing watertight doors alarm 1099 Other (alarm)</p> <p>1100 CARRIAGE OF CARGO AND DANGEROUS GOODS 1110 Stowage of cargo 1115 Cargo Securing Manual 1120 Grain 1125 Authorization for grain carriage 1130 Stowage/Package dangerous goods 1131 Documents of Compliances on Dangerous goods 1132 Booklet for bulk cargo loading/unloading /stowage 1140 Other Cargo 1150 Loading & unloading equipment 1160 Holds & Tanks 1170 Dangerous goods codes 1190 Lashing material 1199 Other (cargo)</p> <p>1200 LOAD LINES 1210 Overloading 1220 Freeboard marks 1230 Railing, cat walks 1240 Cargo & other hatchways 1250 Covers (hatchway,portable,tarpaulins, etc) 1260 Windows, side scuttles 1270 Doors 1275 Ventilators, air pipes, casings 1280 Machinery space openings 1282 Manholes/Flush scuttles 1284 Cargo ports and other similar opening 1286 Scuppers, inlets and discharges 1288 Freeing ports 1290 Lashings (timber) 1299 Other (Load Lines)</p> <p>1300 MOORING ARRANGEMENTS (ILO 147) 1310 Ropes, wires 1320 Anchoring devices 1330 Winches & Capstans 1340 Adequate lighting 1399 Other (mooring)</p> <p>1400 PROPULSION AND AUXILIARY MACHINERY 1410 Propulsion main engine 1420 Cleanliness of engine room 1430 Auxiliary engine 1435 Gauges, thermometers, etc 1440 Bilge pumping arrangements 1450 UMS - Ship 1460 Guards/Fencing around dangerous Machinery parts</p>	<p>1470 Insulation wetted through (oil) 1499 Other (machinery)</p> <p>1500 SAFETY OF NAVIGATION 1510 Type approval equipment 1512 Operational limitations for passenger ships 1514 SAR Coordination plan for passenger ships trading on fixed routes 1530 Radar 1540 Gyro compass 1541 Magnetic compass 1542 Emergency steering position communications/compass reading 1543 Compass correction log 1544 Automatic radar plotting aid (ARPA) 1546 Direction finder 1550 Lights, shapes, sounds-signals 1551 Signaling lamp 1560 Charts 1561 Electronics charts (ECDIS) 1565 Automatic Identification System (AIS) 1566 Voyage Data Recorder (VDR) 1567 GNSS receiver 1570 Nautical publications 1575 Echo-sounding device 1580 Speed and distance indicator 1581 Rudder angle indicator 1582 Revolution counter 1583 Variable pitch indicator 1585 Rate-of-turn indicator 1590 International code of signals 1591 Life saving signals 1592 Use of the automatic pilot 1593 Record of testing and drill of steering gear 1594 Voyage or passage plan 1595 Navigation bridge visibility 1596 Navigation records 1597 Distress messages: obligations and Procedures 1599 Other (navigation)</p> <p>1600 RADIOCOMMUNICATIONS 1611 Functional requirements 1620 Main installation 1621 MF radio installation 1623 MF/HF radio installation 1625 INMARSAT ship earth station 1635 Maintenance/duplication of equipment 1645 Performance standards for radio Equipment 1651 VHF radio installation 1655 Facilities for reception of marine safety information 1671 Satellite EPIRB 406 MHz/1 6 GHz 1673 VHF EPIRB 1675 Radar transponder 1677 Reserve source of energy 1680 Radio log (diary) 1685 Operation/maintenance 1686 Homing device 1699 Other (radio)</p> <p>1700 MARPOL ANNEX I 1705 Shipboard oil pollution emergency plan (SOPEP) 1710 Oil record book</p>
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Codes for Nature of Deficiencies *Continued*

Amendment No002/04

<p>1720 Control of discharge of oil 1721 Retention of oil on board 1725 Segregation of oil & water ballast 1730 Oil filtering equipment 1735 Pumping, piping & discharge arrangements of oil tankers 1740 Oil discharge monitoring & control system 1745 15 PPM alarm arrangements 1750 Oil/Water interface detector 1760 Standard discharge connection 1770 SBT, CBT, COW 1771 COW Operations and Equipment Manual 1772 Double hull construction 1773 Hydrostatically balanced loading 1775 Condition assessment scheme 1780 Pollution report 1790 Ship type designation 1795 Suspected discharge violation 1799 Other (MARPOL/Annex 1)</p>	<p>2041 Operation of GMDSS equipment 2042 HSC operation 2043 Monitoring of voyage or passage plan 2045 Cargo operation 2050 Operation of machinery 2055 Manuals, instructions etc. 2056 Establishment of working language on board 2060 Dangerous goods & harmful substances in packaged form 2070 Operation of fire protection system 2071 Maintenance of fire protection system 2080 Operation of life saving appliances 2081 Maintenance of life saving appliances 2090 Evaluation of crew performance 2099 Other (SOLAS/operational)</p>	<p>2620 Endorsement of cargo booklet 2630 Triangle mark 2640 Cargo density declaration 2650 Loading instrument 2660 Water level indicator 2699 Other (bulk carriers)</p>
<p>1800 OIL, CHEMICAL TANKERS AND GAS CARRIERS 1810 Cargo area segregation 1815 Air intakes/openings to accommodation, Machinery & control station spaces 1816 Wheelhouse door,- window 1820 Cargo pumproom, handling space 1825 Spaces in cargo areas 1830 Cargo transfer 1835 Cargo vent system 1836 Temperature control 1840 Instrumentation 1850 Fire protection cargo deck area 1860 Personnel protection 1870 Special requirements 1880 Cargo information 1885 Tank entry 1886 Emergency towing arrangements 1887 Safe access to tankers bows 1899 Other (Oil tankers)</p>	<p>2100 MARPOL RELATED OPERATIONAL DEFICIENCIES 2110 Oil & oily mixture from machinery spaces 2115 Loading, unloading & cleaning procedures for cargo spaces of tankers 2120 Garbage 2130 Shipboard marine pollution emergency operation 2199 Other (MARPOL/operational)</p>	<p>2700 ADDITIONAL MEASURES TO ENHANCE MARITIME SECURITY 2705 Ship security defects 2715 Ship security alert system 2720 Ship security plan 2725 Ship security officer 2730 Access control ship 2735 Security drills 2799 Other (Maritime security)</p>
<p>1900 MARPOL ANNEX II 1910 Cargo record book 1911 P & A Manual 1920 Efficient stripping 1925 Residue discharge system 1930 Tank-washing equipment 1940 Prohibited discharge of NLS slop 1960 Cargo heating system cat.B substances 1970 Ventilation procedures/equipment 1980 Pollution report 1990 Ship type designation 1992 Shipboard marine pollution emergency plan for noxious liquid substances. 1999 Other (Marpol/Annex II)</p>	<p>2200 MARPOL ANNEX III 2210 Packaging 2220 Marking & labelling 2230 Documentation 2240 Stowage 2299 Other (MARPOL/Annex III)</p>	<p>2800 ADDITIONAL MEASURES TO ENHANCE MARITIME SAFETY 2815 Marking of IMO number 2820 Continuous synopsis record 2899 Other (Additional maritime safety)</p>
<p>2000 SOLAS RELATED OPERATIONAL DEFICIENCIES 2010 Muster list 2015 Communication 2020 Fire drills 2025 Abandon ship drills 2030 Damage Control plan 2035 Fire control plan 2040 Bridge operation</p>	<p>2300 MARPOL - ANNEX V 2310 Placards 2320 Garbage management plan 2330 Garbage record book 2399 Other (MARPOL/Annex V)</p>	<p>2900 MARPOL ANNEX IV 2910 Sewage treatment plan 2920 Sewage comminuting system 2930 Sewage discharge connection 2999 Other (Marpol – Annex IV)</p>
	<p>2500 ISM RELATED DEFICIENCIES 2510 Safety and environmental policy 2515 Company responsibility and authority 2520 Designated person(s) 2525 Masters responsibility and authority 2530 Resources and personnel 2535 Development of plans for shipboard operations 2540 Emergency preparedness 2545 Reports and analysis of non-conformities, accidents and hazardous occurrences 2550 Maintenance of ship and equipment 2555 Documentation 2560 Company verification, review and evaluation 2565 Certification, verification and control 2599 Other (ISM)</p>	<p>9900 ALL OTHER DEFICIENCIES 9901 Deficiencies clearly hazardous to safety, health or environment, specified in clear text 9902 Deficiencies not clearly hazardous to Safety, health or environment, specified in clear text.</p>
	<p>2600 BULK CARRIERS - ADDITIONAL SAFETY MEASURES 2610 Bulkhead strength</p>	

ANNEX VI**CODES FOR ACTION TAKEN****Deficiency Action Codes**

10	deficiency rectified
15	rectify deficiency at next port
16	rectify deficiency within 14 days
17	rectify deficiency before departure
18	rectify deficiency within 3 months
30	detainable deficiency
99	other (specify)

Note: For ISM deficiencies, only code 10, 18 and 30 can be used.

Restrictions on Updating Codes

Both codes 15 and 16 can only be updated to code 10.

Code 17 can only be updated to code 10, 15, 16 and 99.

Code 18 can only be updated to code 10.

Code 30 can only be updated to:

- code 10 or 18 (ISM def.)
- code 10 or 99 (non - ISM def.)

Code 18 can only be updated to code 10.

PSC Inspection Action Codes

26	competent security authority informed
27	ship expelled on security grounds
40	next port informed
45	rectify detainable deficiency at next port
50	flag state/consul informed
55	flag state consulted
70	recognised organisation informed
85	investigation of contravention of discharge provisions (MARPOL)

Annex VII
Detention of a ship
As Unseaworthy and/or Substandard

Name of ship	Port of Registry	Present Location	Name of Master

Pursuant to section (quote section of National Legislation or Convention), I hereby order the above mentioned ship to be provisionally detained.

Dated this..... day of.....

Name..... Signature.....
Delegate of the Authority

To the Master

Take notice that by virtue of the foregoing order the abovementioned ship is provisionally detained.

The grounds of the detention are that the ship appears to me to be *unseaworthy and/or substandard in the following respects:

.....

and as per Report of Inspection (Forms A and B) dated:.....

Dated this..... day of.....
 Name..... Signature.....
Delegate of the Authority

I served this document on the Master by delivering the original thereof to the Master personally,

at.....in the *State/Territory of.....

on theday of.....at the following time.....

Name..... Signature.....
Delegate of the Authority

Annex VIII

**Order for Release of a Ship Detained
As Unseaworthy and/or Substandard**

Name of Ship	Port of Registry	Present Location	Name of Master

Pursuant to section (quote section of National Legislation or Convention), I hereby order the release of the abovementioned ship, which was

*provisionally/finally detained by Order dated the.....day of.....

*unconditionally/after compliance with the following conditions:

- (a) That the costs of, and incidental to, the detention of the ship must be paid to.....
- (b)
- (c)

Dated this.....day of

Name Signature.....
Delegate of the Authority

To the Master

Take notice that by virtue of the foregoing order the abovementioned ship is released from detention *unconditionally/ on the abovementioned conditions.

Dated.....day of.....

Name..... Signature.....
Delegate of the Authority

I served this document on the Master by delivering the original thereof to the Master personally,

at..... in the *State/Territory of.....

on theday of.....at the following time.....

Name..... Signature.....
Delegate of the Authority

OR

I served this document on the ship's agents for forwarding to the Master of the ship mentioned in the Order,

at..... in the *State/Territory of

on the day of.....at the following time.....

Name..... Signature.....
Delegate of the Authority

- Delete as appropriate

Annex IX

CONFINED SPACE ENTRY INFORMATION

The purpose of this information is to formalise existing good practice on those occasions when surveyors enter into confined spaces. To ensure that our current procedures are sufficient to ensure safe entry and exit in confined spaces it is important that it is clearly understood what is meant by a confined space.

A confined space is an enclosed or partially enclosed space which:

- (a) is at atmospheric pressure during occupancy
- (b) is not intended or designed primarily as a place of work;
- (c) may have restricted means for entry and exit; and
- (d) may have an atmosphere, which contains potentially harmful levels of contaminant, or not have a safe oxygen level, or cause engulfment.

Although a dry cargo hold does not come under the definition of a confined space, these spaces can be hazardous depending on the type of cargo contained e.g. woodchips can deplete the air of oxygen, coal can emit methane and deplete oxygen. Surveyors should assess the risks of these spaces depending on the cargo they contain.

Medium to High Risk Confined Spaces

Typical confined spaces that can be classified into medium to high risk include cargo tanks, oil or ballast tanks, pump rooms, duct keels, double bottoms, double hull spaces, cofferdams, void spaces and CO₂ rooms below deck level.

Low Risk Confined Spaces

Confined spaces that can be classified as low risk include paint storage rooms, CO₂ rooms at deck level, battery storage rooms and emergency fire pump engines located in the steering compartment.

Note: Surveyors Must Complete The Risk Assessment Form and Entry Permit for all entry into **Medium to High Risk confined spaces**. This is a legal requirement aimed at protecting your health and safety.

Note: Under some circumstances low risk confined spaces can turn into a dangerous space. For example, due to changing circumstances such as faulty ventilation leading to a build up of solvents in a paint locker, an increase in hydrogen levels in a battery room or carbon monoxide in an emergency fire pump space.

With entry into any confined space, surveyors must rely on their training and judgement when assessing risks and hazards. You must consider first and foremost the question “**Do I need to enter this confined space to get the job done?**” For example you may not need to enter a well in the steering compartment to check whether the emergency fire pump is working, as there are other methods.

If a confined space cannot be made safe for entry then Do Not Enter.

Amendment No.000

RISK ASSESSMENT

Examples of confined spaces where a Risk Assessment must be undertaken could include: cargo tanks, duct keel, all ballast tanks and emergency fire pump spaces located well below deck level.

Undertaken by

Job description
Location
Nature of work

Can the work be undertaken outside of the confined space? ! Yes ! No

Hazards/Risks associated with task	Planned control measures to minimise/remove hazards/risks
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10	
11	

NOTE: You must not enter a confined space if hazards cannot be controlled.

On completion of this Risk Assessment an Entry Permit must be completed (See next page).

Example of a Risk Assessment

Hazards/Risks associated with task	Planned control measures to minimise/remove hazards/risks
1. <i>Adverse atmosphere (hazardous)</i>	<i>Test atmosphere/ventilate (mechanical)</i>
2. <i>Engulfment</i>	<i>Isolate source of engulfment</i>
3. <i>Fall from height</i>	<i>Harness/work platform</i>
4. <i>Hazardous substances</i>	<i>Extract/ventilate/removal/P.P.E.</i>
5. <i>Noise</i>	<i>De-energise equipment/hearing protection</i>
6. <i>Electric shock</i>	<i>Isolate electrical supply/lock out</i>
7. <i>Falling objects</i>	<i>Erect barrier/hard hat</i>
8. <i>Slippery surface</i>	<i>Clean surface/safety boots/harness</i>
9. <i>Biological</i>	<i>Clean and remove hazard/respirator</i>
10. <i>Rusted ladder</i>	<i>Secure ladder/alternative entrance</i>
11. <i>Poor lighting</i>	<i>Install temporary lighting</i>

Amendment No.000

CONFINED SPACE WORK ENTRY PERMIT

Name of competent person entering confined space

1. ISOLATION OF CONFINED SPACE

! Pipelines (water, steam, IG, etc)
 ! Mechanical/electrical drives
No
 ! Harmful substances
 ! Electrical services
 ! Warning notices/tags fitted
 ! Other (specify).....

Is isolation satisfactory? ! Yes ! No

2. ATMOSPHERIC TEST REQUIREMENTS

Does space require testing ! Yes ! No

Tested by ! Chemist ! Ship

Date:Time:.....

Ventilation satisfactory? ! Yes ! No

Can a safe atmosphere be maintained ! Yes ! No

3. PERSONAL PROTECTIVE EQUIPMENT
Tick if required

! Personal gas alarm
 ! Breathing apparatus
 ! Escape set
 ! Safety belt/harness/safety line
 ! Eye protection
 ! Hand protection
 ! Feet protection
 ! Protective clothing
 ! Hearing protection
 ! Safety helmet
 ! Intrinsically safe torch
 ! Other (specify).....

PPE Satisfactory? ! Yes ! No

4. USE OF EQUIPMENT

Is all equipment suitable for use in space to be entered? !Yes !

5. HOT AND COLD WORK

Is hot work permit in force? !Yes No
 Are all permit conditions complied with? !Yes No

Is work during entry permitted? !Yes !No

6. STANDBY AND RESCUE

! Standby persons in attendance?
 ! Communications established?
 ! Emergency arrangements in place?
Are arrangements satisfactory? !Yes !No

7. OTHER PRECAUTIONS

Special precautions may be needed when spaces are:
 ! Slippery (Sludges/deposits/waste)
 ! Hot
 ! Dark
 ! Other (specify)

If any of the above apply, have they been made safe? ! Yes !No

8. ACCESS/EGRESS

! Entrance well lit
 ! Ladders sound

Is access satisfactory? ! Yes ! No

You must not enter the confined space if you become aware of any hazards that cannot be controlled

Authorisation to enter
 Signature of Competent Person
 (Surveyor).....Date.....Time.....

Annex X

Inspection Procedures of GMDSS

PSCOs should follow the guidelines given below when performing the inspections.

1. The PSCO should check that the vessel carries a valid radio certificate which certifies that the vessel is GMDSS compliant. The certificate should specify the sea areas for which the ship is equipped to operate. As the vessel is operating in the waters of the inspecting Authority, the certificate must be endorsed for the relevant sea areas. If an exemption has been issued, the PSCO should verify that the conditions of the exemption are being complied with.
2. The PSCO should check the qualifications of the crew to ensure that the vessel carries on board sufficient number of qualified GMDSS operators in accordance with the radio certificate and the minimum safe manning certificate.
3. The PSCO should ask for marine safety information(MSI) received by the ship to be produced for checking.
4. The PSCO should check that the GMDSS equipment provided on board is in accordance with the Record of Equipment attached to the ship's radio certificate.
5. An assessment is to be made of the ship's radio installation and its operation. This can be done by having the ship's operator(s) conduct the following operational tests on ship's radio communication equipment and/or provide documentary evidence of its usage. Such evidence could be in the form of print-out, faxes or other records of messages sent and received.
 - a. **INMARSAT C**

Run a Performance Verification Test (PVT or link test) for the INMARSAT C unit. The PSCO should be able to check from the screen display the result of the test. The PSCO may ask for a print-out of the result as displayed.
 - b. **MF/HF radio installation**

Make a test call using MF/HF radio installation to a distant coast station on one of the radiotelephony distress channels, with the equipment operating from the radio batteries, for combined MF/HF and DSC. If a PSCO carries out a DSC test, the MF/HF is effectively tested. The PSCO should request voice calls where DSC test was unsuccessful to determine if the fault lies with the transceiver or DSC unit.

Make a similar test call using the HF DSC system to a distant coast station.
 - c. **VHF radio installation**

Make a test call using VHF radio installation to a nearby radio station on one of the radiotelephony channels.

Make a test call using the VHF DSC system. Ships normally carry two VHF radio systems. The DSC test call can be made from one system to another, at low power only.

6. The PSCO should check that the 406MHz EPIRB is suitably secured and that the float-free capability of the EPIRB is not affected. The operation switch of the EPIRB should be set to the "ARMED" position. Self test protocol to be run.
7. The PSCO should check that the correct number of radar transponders is carried on board and that the expiry dates of the batteries have not passed. Self test as a minimum but radar test where PSCO has doubts.
8. The PSCO should inspect the general condition of antenna and radio batteries. If doubt exists, the PSCO should request shore based testing, or load testing using MF/HF keying on emergency.
9. NAVTEX self test required.

Attachment 1 is a checklist for recording the results of the GMDSS inspection. The PSCO should answer the questions in the checklist as applicable. The PSCO need only test/inspect sufficient items to enable an assessment to be made of the ship's compliance with GMDSS and the competence of the crew in its operation. Where doubt exists it may be necessary to check all items.

The following is an indication of serious deficiencies in a radio installation and can be used as guidance on determining whether the deficiency or deficiencies noted are of such a nature that a detention is warranted.

- Antenna systems obviously defective.
- Reserve batteries defective.
- Insufficient number of qualified GMDSS operators.
- 406 EPIRB defective.
- All SARTs defective.
- Sole MF/HF transceiver defective.
- Sole MF DSC watch-keeping receiver defective (NB: this includes a second MF/HF installation which is used to fulfil the DSC watch-keeping receiver/transmitter function).

- MF/HF DSC watch-keeping receiver scanning function defective (for ships fitted in accordance with SOLAS IV/10.2).
- Sole Inmarsat C system defective.
- Both Inmarsat C systems defective (on ships required to carry two).
- Both VHF transceivers defective.

Note 1

SOLAS IV/3 allows exemptions from the compulsory fitting of full GMDSS equipment under certain conditions.

However, SOLAS IV/3.1.1 prescribes that any exemption is conditional upon the ship meeting the functional GMDSS requirements as defined at SOLAS IV/4. The provisions of SOLAS IV/4 are given below, along with the minimum equipment to meet each operational requirement for vessels sailing to or through a GMDSS A3 area.

SOLAS IV/4 requires that a GMDSS ship be capable of:

- * *transmitting ship-shore distress alerts by 2 separate and independent means (Inmarsat C or HF DSC and a 406 EPIRB);*
- * *receiving shore-ship distress alerts (Inmarsat C - may be the same unit used to fulfil above requirement);*
- * *transmitting and receiving ship-ship distress alerts (VHF ch.16 and MF or VHF - DSC);*
- * *transmitting and receiving SAR coordinating, on scene and bridge to bridge communications (VHF);*
- * *transmitting and receiving signals for locating (x band radar and a SART);*
- * *transmitting and receiving Maritime Safety Information (Inmarsat C, as above); and*
- * *transmitting and receiving general communications (Inmarsat C).*

In practical terms, this means that GMDSS ships trading to A3 area ports that have an exemption from full GMDSS compliance (i.e.: they have a written exemption from their flag State) will be required to be fitted with the following equipment as an absolute minimum:

- * *1 406 EPIRB*
- * *1 Inmarsat C system*

- * 1 VHF radio system with DSC
- * 2 SART (1 if under 500 GT) plus an X-band radar

Note 2

STCW IV/2 states that “every person in charge of or performing radio duties on a ship required to participate in the GMDSS shall hold an appropriate certificate related to the GMDSS”.

For purpose of port State control, it is considered acceptable if the ship's radio personnel complement meets the requirement as specified on ship's radio certification and minimum manning certificate

Annex XI

Codes for recognised organisations

Code	Society	Symbol	Country of origin
900	Class withdrawn		
917	Alfa Register of Shipping	---	---
906	American Bureau of Shipping	ABS	USA
910	Belize Maritime Bureau Inc.	BMB	Belize
911	Belize Register Corporation	BRC	Belize
915	Biro Klasifikasi Indonesia	BKI	Indonesia
909	Bulgarski Koraben Registar	BKR	Bulgaria
961	Bureau Securitas	---	Brazil
912	Bureau Veritas	BV	France
931	Ceskoslovensky Lodin Register	CS	Czech Republic
908	China Classification Society	CCS	China
907	China Corporation Register of Shipping	CCRS	Taiwan, China
920	Compañía Nacional de Registro e Inspección de Naves	CONARINA	Honduras
978	Croatian Register of Shipping	CRS	Croatia
957	Cyprus Bureau of Shipping	CBS	Cyprus
918	Det Norske Veritas	DNVC	Norway
933	Fidenavis SA	RE	Spain
924	Germanischer Lloyd	GL	Germany
922	Global Marine Bureau	GMB	---
913	Hellenic Register of Shipping	HRS	Greece
944	Honduras Bureau of Shipping	HBS	Honduras
945	Honduras International Surveying and Inspection Bureau	HINSIB	Honduras
946	Honduras Maritime Inspection	HMI	Honduras
959	INCLAMAR	INC	Cyprus
972	Indian Register of Shipping	IRS	India
950	Inspección y Clasificación Marítima, S.de.R.L.	ICM	Belize/Honduras
914	International Merchant Marine Registry of Belize	IMMARBE	Belize
995	International Naval Surveys Bureau	INSB	USA
901	International Register of Shipping	IS	USA
947	Isthmus Bureau of Shipping	IBS	Panama
929	Korea Classification Society (former Joson Classification Society)	KCS	DPR Korea
930	Korean Register of Shipping	KRS	Rep.of Korea
936	Lloyd's Register of Shipping	LRS	United Kingdom
965	Marconi International Marine Company Ltd.	MIMC	---
934	Maritime Technical Systems and Services	---	Belize
964	Mongolia Ship Registry	MSR	Mongolia
941	National Cargo Bureau Inc.	NCB	---
993	National Shipping Adjusters Inc	NSA	---
942	Nippon Kaiji Kyokai	NKK	Japan

Code	Society	Symbol	Country of origin
955	NV Unitas	UN	Belgium
939	Panama Bureau of Shipping	PBS	Panama
949	Panama Maritime Surveyors Bureau Inc	PMSB	Panama
953	Panama Maritime Documentation Services	PMDS	Panama
943	Panama Register Corporation	PRC	Panama
940	Panama Shipping Certificate Inc.	PSC	Panama
938	Panama Shipping Registrar Inc.	PSR	Panama
948	Polski Rejestr Statkow	PRS	Poland
971	R.J. Del Pan	RJDP	Philippines
979	Register of Shipping	---	Albania
981	Register of Shipping	---	DPR Korea
937	Registro Cubano de Buques	RCB	Cuba
954	Registro Italiano Navale	RINA	Italy
932	Registro Internacional Naval S.A.	---	Belize
991	Regjistri Laknori Shquiptar	RLS	---
921	RINAVE Portuguesa	RP	Portugal
960	Russian Maritime Register of Shipping	RMRS	Russian Federation
987	Russian River Register	RR	---
973	Seefartsaht Helsinki	---	Finland
935	Shipping Register of Ukraine	SRU	Ukraine
985	Sociedad Classificadora de Colombia	SCC	Colombia
969	Sociedad de Registro y Classificacion Mexicana SA	---	Mexico
977	Societe Anonyme Internationale de Telegraphie sans fil	SAITE	---
923	Societe Generale de Surveillance	SGS	---
925	Turkish Lloyd	TL	Turkey
927	Viet Nam Register of Shipping	VRS	Vietnam
999	Other		

Annex XII

Codes for Types of Ships

Code	Type of Ship	Remark
11	Tanker, not otherwise specified	(includes vegetable oil tankers)
12	Combination carrier	(includes ore/oil and ore/bulk/oil carriers)
13	Oil tanker	(to be applied to vessels only carrying oil or oil- like substances)
20	Gas carrier	(includes all types)
30	Chemical tanker	(includes all types)
40	Bulk carrier	(as defined in SOLAS regulation IX/1 but excludes combination carrier)
52	Vehicle carrier	(to be applied only to ships specifically constructed or adapted to carry containers) (not to be used for ships constructed under the DSC or HSC code)
53	Container ship	
55	Ro-Ro cargo ship	
60	General cargo/multi-purpose ship	(to be used for other cargo ships when no other ship type code is applicable)
61	Refrigerated cargo carrier	
63	Woodchip carrier	
67	Livestock carrier	
70	Ro-Ro passenger ship	(not to be used for ships constructed under the DSC or HSC Code)
71	Passenger ship	(not to be used for vessels constructed under the DSC or HSC Code)
73	Factory ship	
75	Heavy load carrier	
76	Offshore service vessel	(includes such types as offshore supply vessels, anchor handling vessels, rescue/standby vessels)
80	MODU & FPSO	(mobile offshore drilling unit and floating production, storage, offloading unit)

Code	Type of Ship	Remark
82	Special purpose ship	(to be used only when the SPS Code is applicable)
83	High speed passenger craft	(includes all vessels constructed under the DSC or HSC Code)
84	High speed cargo craft	(includes all vessels constructed under the DSC or HSC Code)
85	Tugboat	
95	Fishing vessel	
99	Other types of ship	(not otherwise specified)

ATTACHMENT 1

GMDSS INSPECTION CHECK LIST

Item	Yes	No
Radio certification valid and GMDSS compliant?	τ	τ
Equipment fitted in accordance with attachment to certificate?	τ	τ
No. of GMDSS operators on board meets certificates' requirement	τ	τ
MSI messages received by ship?	τ	τ
INMARSAT C operation test satisfactory?	τ	τ
MF/HF radio installation operation test satisfactory?	τ	τ
VHF radio installation operation test satisfactory?	τ	τ
GMDSS operator on board able to satisfactorily perform test operation?	τ	τ
EPIRB installation satisfactory?	τ	τ
Radar transponder installation satisfactory?	τ	τ
Antenna condition satisfactory?	τ	τ
Radio batteries condition satisfactory?	τ	τ
Ship detained for GMDSS related deficiencies?	τ	τ

AMENDMENT LIST

Sr. No.	Amendment No.	Page Effected	Date of Amendment
1	001/02	2.1 Face page	29 Oct. 2002
2	001/02	44a & 44b	29 Oct. 2002
3	002/04	Form B (Pg 43)	27 Sept. 2004
4	002/04	Annex V (Pg. 75-77)	27 Sept. 2004
5	002/04	Annex VI (Pg. 78)	27 Sept. 2004
6	002/04	Annex XI (Pg. 88-89)	27 Sept. 2004
7	002/04	Annex XIII (Pg.94-143)	29 Sept. 2004
8	002/04	Annex XIV(Pg.144-146)	27 Sept. 2004
9	002/04	Annex XV(Pg.147-154)	27 Sept. 2004
10	003/07	CIC Guidelines Folder (Pg. 1-14)	26 May 2007
11	004/08	Guidelines for Detention Review Panel (Pg. 155 – 161)	21 July 2008
12	007/09	Code of Good Practice(Pg. 162 – 165)	14 May. 2009
13	006/08	CIC Guidelines Folder (Pg. 15—24)	12 Aug. 2008
14	007/09	CIC Guidelines Folder (Pg. 25 – 36)	14 May 2009

Annex XIII

Index of Relevant Regulations of Conventions

Index of Relevant Regulations of Conventions

Introduction

This 'Index is compiled to assist port State control officers with cross-references of the Articles, Numbers and Regulations of the 'Relevant Instruments'.

It may be of use to port State control officers when filling out the column 'references' in the 'Report of Inspection in accordance with the Memorandum of Understanding on Port State Control'.

Port State control officers will apply those relevant instruments which are in force and to which his Authority is a Party. In the case of amendments to a relevant instrument port State control officers will apply those amendments which are in force and which his Authority has accepted.

Port State control officers shall bear in mind that most instruments contain provision for 'new' ships, and in particular, provide that 'existing' ships may continue to comply with the provisions of the Convention in force at the date of the building contract, the date the keel was laid or nay other date mentioned in the relevant instruments.

Port State control offices shall exercise his own professional judgement when carrying out an inspection.

In no way is this 'Index' meant as a checklist, nor has it been draw up on the assumption that it would be exhaustive in every detail.

Index of Relevant Regulations of Conventions

Codes for Reference

Explanatory note

The references to the Convention regulations used in this 'Index' are abbreviated. They have been given code numbers which may be of use when filling out the column 'references' in the 'Report of inspection in accordance with the MOU on PSC'.

Abbreviations of conventions and Codes

Conventions/codes	abbreviations
SOLAS 48	S48
SOLAS 60	S60
SOLAS 74	S74
Protocol 78 (SOLAS 74)	S74P78
Protocol 88 (SOLAS 74)	S74P88
Load Lines 66	LL66
Protocol 88 (Load Lines 66)	LL66P88
MARPOL 73/78	M73/78
STCW 1978	STCW
COLREG 72	C72
Tonnage 1969	T69
ILO No. 7	ILO7
ILO No. 53	ILO53
ILO No. 58	ILO58
ILO No. 68	ILO68
ILO No. 73	ILO73
ILO No. 92	ILO92
ILO No. 134	ILO134
ILO No. 138	ILO138
ILO No. 147	ILO147
ILO No. 180	ILO 180
1996 Protocol ILO 147	ILO147P96
Bulk Chemical Code	BCC
International Bulk Chemical Code	IBCC
Gas Carrier Code (existing)	GEX
Gas Carrier Code	GCC
International Gas Carrier Code	IGCC
International Grain Code	IGrC
International Code of Safety for High-Speed Craft	HSCC
International Code of Safety for High-Speed Craft, 2000	HSCC2000
International Life-Saving Appliance Code	LSAC

STCW Code	STCWC
International Safety Management Code	ISMC
International Code for the safe Carriage of Packaged irradiated Nuclear fuel, plutonium and high level radioactive wasted on board ships	INFIC
International Code for Fire Safety System	FSSC
International Ship and Port Facility Security Code	ISPSA
International Maritime Dangerous Goods Code	IMDGC
Guidelines on the Enhanced Programme of Inspections during surveyors of Bulk Carriers and Oil Tankers	ESG
Condition Assessment Scheme	CAS

subdivisions of conventions and Codes

subdivisions	abbreviations
Sets of amendments (AMENDM)	-1, -2, -3, etc.
Chapter (CHAP)	C
Part	P
Annex	AN
Regulation (REG)	R
Article (ART)	A
Section No.	S
Paragraph No.	N

Example 1

Nature of deficiency: Messroom (Location) - Code: 0399 'Mess rooms shall be located apart from the sleeping rooms and as close as practicable to the galley':

convention: ILO No.92 (Accommodation of Crews Convention)

part: part I. General provisions

article: article 11

paragraph: paragraph 8

reference in index: ILO92/P1/A11.8

Example 2

Nature of deficiency: Oil discharge monitoring and control system - code: 1740

(cargo spaces - oil tankers ≥ 150)

convention: MARPOL 73/78

annex: annex I

regulation: regulation 15

paragraph: paragraph 3
subparagraph: subparagraph (a)

reference in index: M73/78/ANI/R15.3(a)

Example 3

SOLAS 1974, including first set of amendments

reference in index: S74-1

Example 4

Bulk Chemical Code, including 10th set of amendments

Reference in index: BCC-10

INDEX OF RELEVANT REGULATIONS OF CONVENTIONS

<u>Code</u>	<u>Description</u>	<u>References</u>
0100	SHIP'S CERTIFICATES AND DOCUMENTS	
0110	Cargo Ship Safety Equipment	
	Issue	S74/CI/R12 (iii) S74-5/CI/R12 (v)
	Issue or endorsement	S74P88/CI/R12 (iii), (vi)
	Issue (other government)	S74/CI/R13
	Issue or endorsement (other government)	S74P88/R13
	Duration	S74/CI/R14
	Duration and validity	S74P78/CI/R14 S74P88/CI/R14
	Intermediate survey (Tankers ≥ 10 y)	S74P78/CI/R8(b)
	Surveys	S74P78/CI/R8 S74P88/CI/R8
0111	Cargo Ship Safety Construction	
	Issue	S74/CI/R12 (ii)
	Issue or endorsement	S74P88/CI/R12 (ii), (vi)
	Issue (other government)	S74/CI/R13
	Issue or endorsement (other government)	S74P88/CI/R13
	Duration	S74/CI/R14
	Duration and validity	S74P78/CI/R14 S74P88/CI/R14
	Intermediate survey (Tankers ≥ 10 y)	S74P78/CI/R10(a)(ii), R10/(c)
	Surveys	S74/CI/R10 S74P78/CI/R10 S74P88/CI/R10
0112	Passenger Ship Safety	
	Issue	S74/CI/R12 (i) S74-5/CI/R12 (v)
	Issue or endorsement	S74P88/CI/R12 (i), (vi)
	Issue (other government)	S74/CI/R13
	Issue or endorsement (other government)	S74P88/CI/R13
	Duration	S74/CI/R14
	Duration and validity	S74P78/CI/R14 S74P88/CI/R14
	Surveys	S74/CI/R7 S74P78/CI/R7 S74P88/CI/R7(b)
0113	Cargo Ship Safety Radio	
	Issue	S74-5/CI/R12 (iv)
	Issue or endorsement	S74P88/CI/R12 (iv), (vi)
	Issue or endorsement (other government)	S74P88/CI/R13
	Duration	S74-5/CI/R14
	Duration and validity	S74P88/CI/R14
	Surveys	S74-5/CI/R9 S74P88/CI/R9
0114	Cargo Ship Safety	
	Issue or endorsement	S74P88/CI/R12 (v), (vi)
	Issue or endorsement (other government)	S74P88/CI/R13
	Duration and validity	S74P88/CI/R14
	Surveys	S74P88/CI/R8, R9, R10
0116	Document of Compliance (DoC/ISM Code)	S74-11/CIX

	Issue or endorsement	S74-11/CIX/R4.1, 4.2
	Issue (other government)	S74-23/CIX/R4.1, 4.2
	Endorsement	S74-11/CIX/R6
	Endorsement (other government)	S74-23/CIX/R6
0117	Safety Management Certificate (SMC/ISM Code)	S74-11/CIX
	Issue	S74-11/CIX/R4.3
	Issue (other government)	S74-23/CIX/R4.3
	Endorsement	S74-11/CIX/R6
	Endorsement (other government)	S74-23/CIX/R6
0120	Load Lines	
	Issue	LL66/A16 LL66P88/A16
	Issue (other government)	LL66/A17
	Issue or endorsement (other government)	LL66P88/A17
	Duration	LL66/A19
	Duration and validity	LL66P88/A19
	Initial/Periodical	LL66/A14
	Initial/renewal/annual	LL66P88/A14
0130	Liquefied Gases in Bulk (CoF/GC Code)	
	Issue	GCC-4/CI/N1.6.3
	Issue and endorsement	GCC-5/CI/N1.6.4
	Issue (other government)	GCC-4/CI/N1.6.4
	Issue and endorsement (other government)	GCC-5/CI/N1.6.5
	Duration	GCC-4/CI/N1.6.5
	Duration and validity	GCC-5/CI/N1.6.6
	Initial survey	GCC-4/CI/N1.6.1(a) GCC-5/CI/N1.6.2.1.1
	Periodical survey	GCC-4/CI/N1.6.1(b)
	Renewal survey	GCC-5/CI/N1.6.2.1.2
	Intermediate survey	GCC-4/CI/N1.6.1(c) GCC-5/CI/N1.6.2.1.3
	Annual survey	GCC-4/CI/N1.6.1(d) GCC-5/CI/N1.6.2.1.4
	Additional survey	GCC-4/CI/N1.6.1(e) GCC-5/CI/N1.6.2.1.5
0131	Liquefied Gases in Bulk (CoF/IGC Code)	
	Issue	IGCC/CI/N1.5.4
	Issue and endorsement	IGCC/CI/N1.5.4 (S74-10)
	Issue (other government)	IGCC/CI/N1.5.5
	Issue and endorsement (other government)	IGCC/CI/N1.5.5 (S74-10)
	Duration	IGCC/CI/N1.5.6
	Duration and validity	IGCC/CI/N1.5.6 (S74-10)
	Initial survey	IGCC/CI/N1.5.2.1.1 IGCC/CI/N1.5.2.1.1 (S74-10)
	Periodical survey	IGCC/CI/N1.5.2.1.2
	Renewal survey	IGCC/CI/N1.5.2.1.2 (S74-10)
	Intermediate survey	IGCC/CI/N1.5.2.1.3 IGCC/CI/N1.5.2.1.3 (S74-10)
	Annual survey	IGCC/CI/N1.5.2.1.4 IGCC/CI/N1.5.2.1.4 (S74-10)
	Additional survey	IGCC/CI/N1.5.2.1.5 IGCC/CI/N1.5.2.1.5 (S74-10)
0135	Minimum Safe Manning Document	S74/CV/13.(b) S74-23/CV/R14.2
0140	Dangerous Chemicals in Bulk (CoF/BC Code)	

Issue	BCC-10/CI/N1.6.3
Issue or endorsement	BCC-12/CI/N1.6.4
Issue (other government)	BCC-10/CI/N1.6.4
Issue or endorsement (other government)	BCC-12/CI/N1.6.5
Duration	BCC-10/CI/N1.6.5
Duration and validity	BCC-12/CI/N1.6.6
Initial survey	BCC-10/CI/N1.6.1.1
Periodical survey	BCC-10/CI/N1.6.1.2
Intermediate survey	BCC-10/CI/N1.6.1.3
Annual survey	BCC-10/CI/N1.6.1.4
Additional survey	BCC-10/CI/N1.6.1.5
0141 Dangerous Chemicals in Bulk (CoF/IBC Code)	
Issue	IBCC/CI/N1.5.4
Issue or endorsement	IBCC/CI/N1.5.4 (S74-9)
Issue (other government)	IBCC/CI/N1.5.5
Issue or endorsement (other government)	IBCC/CI/N1.5.5 (S74-9)
Duration	IBCC/CI/N1.5.6
Duration and validity	IBCC/CI/N1.5.6 (S74-9)
Initial survey	IBCC/CI/N1.5.2.1.1
	IBCC/CI/N1.5.2.1.1 (S74-9)
Periodical survey	IBCC/CI/N1.5.2.1.2
Renewal survey	IBCC/CI/N1.5.2.1.2 (S74-9)
Intermediate survey	IBCC/CI/N1.5.2.1.3
	IBCC/CI/N1.5.2.1.3 (S74-9)
Annual survey	IBCC/CI/N1.5.2.1.4
	IBCC/CI/N1.5.2.1.4 (S74-9)
Additional survey	IBCC/CI/N1.5.2.1.5
	IBCC/CI/N1.5.2.1.5 (S74-9)
0150 Prevention of Pollution by Oil (IOPP)	
Issue	M73/78/ANI/R5
Endorsement	M73/78/ANI/R4.1, 4.3(b)
Issue (other government)	M73/78/ANI/R6
Duration	M73/78/ANI/R8
Initial survey	M73/78/ANI/R4.1(a)
Periodical survey	M73/78/ANI/R4.1(b)
Intermediate survey	M73/78/ANI/R4.1(c)
Annual survey	M73/78/ANI/R4.3(b)
0155 Prevention of Pollution by NLS in Bulk (NLS)	
Issue	M73/78/ANII/R11.1.2
Endorsement	M73/78/ANII/R10.1(b), (c), (d)
Issue (other government)	M73/78/ANII/R11.3
Duration	M73/78/ANII/R12
Initial survey	M73/78/ANII/R10.1(a)
Periodical survey	M73/78/ANII/R10.1(b)
Intermediate survey	M73/78/ANII/R10.1(c)
Annual survey	M73/78/ANII/R10.1(d)
0157 International Sewage Pollution Prevention Certificate	
Issue or endorsement	M73/78/ANIV/R5
Issue or endorsement (other government)	M73/78/ANIV/R6
Duration and validity	M73/78/ANIV/R8
Surveys	M73/78/ANIV/R4
0158 Statement of Compliance (CAS)	M73/78/ANI/R13G
0159 Interim Statement of Compliance (CAS)	M73/78/ANI/R13G

0160	International Ship Security Certificate Endorsement Issue or endorsement (other government) Duration and validity Surveys	ISPSC/PA/19.2.1 ISPSC/PA/19.2.2 ISPSC/PA/19.2.3 ISPSC/PA/19.3 ISPSC/PA/19.1
0171	Special Purpose Ship Safety	S74/CI/R12 S74P88/CI/R12 Res. A.534(13)
0172	High Speed Craft Safety and Permit to Operate Issue Issue (other government) Endorsement Duration and validity Permit to Operate	S74-12/CX/R3 HSCC/1.8, 1.9, 1.10 S74-12/CX/R3.2 HSCC 1.8.1 S74-12/CX/R3.2 HSCC 1.8.2 S74-12/CX/R3.2 HSCC 1.5.1, 1.5.3 S74-12/CX/R3.2 HSCC 1.8.4 to 1.8.14 S74-12/CX/R3 S74-20/CX/R3 HSCC/1.9, 1.10
0173	Mobile Offshore Drilling Unit Safety	Res. A.649(16)
0174	INF Certificate of Fitness	S74-21/CVII/R16 INFC 1.3
0180	Tonnage Issue Issue (other government)	T69/A7.1 T69/A8
0190	Logbooks / compulsory entries All ships - Life-saving appliances Musters, drills/fire drills Inspection Safety Musters/drills/inspections – Passenger ship Opening/closing doors, etc. – Passenger ship Steering gear tests/checks	S74/CIII/R26(a)(iv) S74-2/CIII/R18.5 S74-16/CIII/R19.5 S74/CIII/R26(a)(iv) S74-2/CIII/R52.7 S74-16/CIII/R36.7 S74-2/CIII/R19.7 S74-16/CIII/R20.7 S60/CII/R22 S74/CII-1/R22(a), (c) S74-1/CII-1/R25.1, R25.3 S74-2/CIII/R19.7 S74-16/CIII/R19.5 S60/CII/R22 S74/CII-1/R22(a), (c) S74-1/CII-1/R15.11.2, R15.12.2 S74-1/CII-1/R25.1, R25.2 S74-2/CII-1/R20-1.5 S74-6/CII-1/R15.9.4, R15.10.2, R15.11 S74P78/CV/ R19-2.f S74-1/CV/ R19-2.f S74-23/CV/ R26.6

	Radio (see code 1680)	S74-5/CIV/R17
0199	Other (certificates)	
0200	CERTIFICATION AND WATCHKEEPING FOR SEAFARERS	
0221	Certificates for master and officers	
	Issue	STCW/CII,III
	Endorsement	STCW/ Art.VI.2, CI, 2
0222	Certificate for ratings for watchkeeping	STCW/CII/4, III/4
0223	Certificates for radio personnel	
	Radio personnel	STCW/CII/1 S74-5/CIV/R16 S74-16/CIV/R16
	Issue	STCW/CIV
	Endorsement	STCW/ Art.VI.2, CI, 2
0224	Certificate for personnel on tankers	
	Issue	STCW/CV/1
	Endorsement (officers only)	STCW/ CI/1.24, CV/1
0226	Certificate for personnel on fast rescue boats	STCW/CVI/2.2
0227	Certificate for advanced fire-fighting	STCW/CVI/3
0228	Documentary evidence for personnel on passenger ships	STCW/CV/3
0229	Documentary evidence for personnel on ro-ro passenger ships	STCW/CV/2
0230	Manning specified by the minimum safe manning document	
	Manning (General) ^{*)}	S60/CV/R13 S74/CV/R13 S74-7/CV/R13 S74-23/CV/R14
0241	Certificate for medical first aid	STCW/CVI/4.1
0250	Certificate for personnel on survival craft and rescue boats	STCW/CVI/R2.1 S74-2/CIII/R10.3 S74-16/CIII/R10.3
0251	Certificate for medical care	STCW/CVI/R4.2
0252	Evidence of basic training	STCW//CVI/R1
0253	Schedules for watchkeeping personnel	STCW/PA/CVIII/1.5
0260	Rest period	STCWC/PA/VIII-1
0261	Records of rest	ILO180

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^{*)} Regarding safe manning, reference is made to IMO Resolution A.890(21) - Principles of Safe Manning (see Section 6-9 of of this Manual).

0270	Endorsement by flag States	STCW/CI/R2.5
0272	Application for endorsement	STCW/CI/R10.5
0299	Other (STCW)	
0300	CREW AND ACCOMMODATION (ILO 147)	
0301	Minimum age	ILO7/A2
0310	Dirty, parasites	ILO92/PIII/A17.1
0320	Ventilation	ILO92/PIII/A7
0321	Heating	ILO92/PIII/A8
0322	Noise	ILO92/PIII/A6
0330	Sanitary facilities	ILO92/PIII/A13
0340	Drainage	ILO92/PIII/A6.13
0350	Lighting	ILO92/PIII/A9 ILO133/PII/A11
0360	Pipes, wires (insulation)	ILO92/PIII/A6.6
0361	Electrical devices Flying wires	ILO92/PIII/A6.1.8 ILO92/PIII/A6.1.8
0370	Sick bay	ILO92/PIII/A14.1 ILO92/PIII/A9
0371	Medical equipment	ILO92/PIII/A14.7
0380	Access/Structure	ILO92/PIII/A6.1
0382	Sleeping room	ILO92/PIII/A6.7, .10
0383	No direct openings into sleeping rooms from cargo/machinery areas	ILO92/PIII/A6.2
0384	Furnishings	ILO92/PIII/A10.22, .23, .25
0385	Berth dimensions, etc.	ILO92/PIII/A10.12, .13, .16, .19
0386	Clear head	ILO92/PIII/A10.7
0387	Messroom location	ILO92/PIII/A11.5, .6, .8
0388	Oil skin locker	ILO92/PIII/A15.1
0389	Laundry	ILO92/PIII/A13.14
0390	Record of inspection	ILO92/PIII/A.17.2
0399	Other (accommodation)	
0400	FOOD AND CATERING (ILO 147)	
0410	Galley, handling rooms	ILO68/A5.2(b)

	(maintenance)	
0411	Ventilation	ILO68/A5.2(b)
0412	Lighting	ILO68/A5.2(b)
0413	Cleanliness	ILO68/A12.3
0420	Provisions (quantity)	ILO68/A5.2(a)
0421	Provisions (quality)	ILO68/A5.2(a)
0430	Water, pipes and tanks	ILO68/A5.1
0440	Cold rooms	ILO68/A5
0441	Cold room temperature	ILO68/A5
0442	Cold room cleanliness	ILO68/A5
0450	Food personal hygiene	ILO68/A5
0451	Food temperature	ILO68/A5
0452	Food segregation	ILO68/A5
0460	Record of inspection	ILO68/A7
0499	Other (food)	
0500	WORKING SPACES (ILO 147)	
0510	Ventilation	ILO134/A4.3(a)
0515	Heating	ILO134/A4.3(a)
0520	Lighting	ILO134/A4.3(a), (d)
0530	Safe means of access	ILO134/A4.3(a), (b)
0531	Safe means of access Shore – Ship	ILO134/A4.3(a)
0532	Safe means of access Deck – Hold/Tank, etc.	ILO134/A4.3(a)
0533	Obstruction/slipping, etc.	ILO134/A4.3(a), (d)
0540	Protection machinery	ILO134/A4.3(a), (c)
0541	Electrical	ILO134/A4.3(a), (c)
0542	Machinery	ILO134/A4.3(c)
0543	Steam pipes and pressure pipes	ILO134/A4.3(a), (d)
0550	Danger areas	ILO134/A4.3
0551	Gas instruments	ILO134/A4.3(d), (h)
0552	Emergency cleaning devices	ILO134/A4.3(a)
0599	Other (working spaces)	

0600 LIFESAVING APPLIANCES

0610	Lifeboats	
	General	S74/CIII/R5
	Construction	S74-2/CIII/R41.1 LSAC/N4.4.1 (S74-16)
	Cubic capacity	S74/CIII/R6
	Carrying capacity	S74/CIII/R7 S74-2/CIII/R41.2 LSAC/N4.4.2 (S74-16)
	Marking	S74/CIII/R20(a), (e) S74-2/CIII/R41.9 LSAC/N4.4.9 (S74-16)
	Fittings	S74-2/CIII/R41.7 S74-5/CIII/R41.7.8 LSAC/N4.4.7 (S74-16)
	Motor lifeboats	
	Number – Passenger ships	S74/CIII/R8 (a) S74/CIII/R27 S74-2/CIII/R20 S74-16/CIII/R21
	Number – Cargo ships	S74/CIII/R8 S74/CIII/R35 S74-2/CIII/R26 S74-16/CIII/R31
	Specification	S74/CIII/R9
	Construction	LSAC/N4.4.1 (S74-16)
	Access	LSAC/N4.4.3 (S74-16)
	Buoyancy	LSAC/N4.4.4 (S74-16)
	Freeboard and stability	LSAC/N4.4.5 (S74-16)
	Propulsion	S74/CIII/R41 LSAC/N4.4.6 (S74-16)
	Mechanically propelled lifeboats	S74/CIII/R10
	Partially enclosed lifeboats	S74-2/CIII/R42 S74-5/CIII/R42 LSAC/N4.5 (S74-16)
	Self-righting partially enclosed lifeboats	S74-2/CIII/R43
	Totally enclosed lifeboats	S74-2/CIII/R44 LSAC/N4.6 (S74-16)
	Free-fall lifeboats	S74-2/CIII/R44 LSAC/N4.7 (S74-16)
	Lifeboats with a self-contained air support	S74-2/CIII/R45
	Fire-protected lifeboats	LSAC/N4.8 (S74-16) S74-2/CIII/R46 LSAC/N4.9 (S74-16)
0611	Lifeboat inventory	
	Equipment	S74/CIII/R11 S74-2/CIII/R41.8 S74-5/CIII/R41.8 LSAC/N4.4.8 (S74-16)
	Security	S74/CIII/R12 S74-2/CIII/R41.8 LSAC/N4.4.8 (S74-16)
0613	Stowage of lifeboats	
	Passenger ships	S74/CIII/R29 S74-2/CIII/R13.1, .2, .3 S74-16/CIII/R13.1, .2, .3, R24
	Cargo ships	S74/CIII/R36.a, .c

		S74-2/CIII/R13.1, .2, .3 S74-16/CIII/R13.1, .2, .3
0615	Rescue boats	
	General requirements	
	Construction	S74-2/CIII/R41.1 LSAC/N5.1.1 (S74-16)
	Carrying capacity	S74-2/CIII/R41 LSAC/N5.1.1.3 (S74-16)
	Marking	S74-2/CIII/R41.9 S74-2/CIII/R47.3.4 LSAC/N4.4.9 (S74-16)
	Fittings	S74-2/CIII/R41.7.6, .7, .9, .12 S74-5/CIII/R41.7.8 LSAC/N4.4.7.1, .2, .3, .4, .6, .7, .9, .10 (S74-16)
	Number – Passenger ship	S74-2/CIII/R20.2 S74-16/CIII/R21.2
	Number – Cargo ship	S74-2/CIII/R26.2 S74-15/CIII/R31.2
	Propulsion	S74-2/CIII/R41.6 S74-2/CIII/R47.1.7 LSAC/N5.5.1.8 (S74-16)
	Inflated rescue boats	S74-2/CIII/R47.3 LSAC/N5.1.3 (S74-16) LSAC/N5.1.3 (S74-25)
0616	Rescue boat inventory	
	Equipment	S74-2/CIII/R47.2 LSAC/N5.1.2 (S74-16)
	Security	S74-2/CIII/R47.2.1 LSAC/N5.1.2.1 (S74-16)
0617	Fast rescue boat	S74-16/CIII/R26.3
0618	Stowage of rescue boats	S74-2/CIII/R14 S74-16/CIII/R14
0620	Inflatable liferafts	
	Construction	S74/CIII/R15 S74-2/CIII/R38.1 S74-2/CIII/R39.2 LSAC/N4.2.2 (S74-16)
	Carrying capacity	S74-2/CIII/R38.2 S74-2/CIII/R40.3 LSAC/N4.2.3 (S74-16)
	Marking	S74/CIII/R20.c, e S74-2/CIII/R38.5.2, .3 S74-2/CIII/R39.8 LSAC/N4.1.5.2, 4.1.5.3, 4.2.7 (S74-16)
	Marking container	S74/CIII/R20.c S74-2/CIII/39.7.3 LSAC/N4.2.6.3 (S74-16)
	Fittings	S74/CIII/R15 S74-2/CIII/R38.3 S74-5/CIII/R38.3 LSAC/N4.1.3 (S74-16)
	Number – Passenger ship	S74/CIII/R27 S74-2/CIII/R20 S74-16/CIII/R21.1, .3
	Number – Ro-ro passenger ship	S74-16/CIII/R26.1, .2

Number – Cargo ship	S74/CIII/R35 S74-2/CIII/R26 S74-16/CIII/R31
Equipment	S74/CIII/R17 S74-2/CIII/R38.5 S74-5/CIII/R38.5.1.14 LSAC/N4.1.5, 4.2.9(S74-16)
Security	S74-2/CIII/R38.5.4 LSAC/N4.1.5.4 (S74-16)
Davit launched	S74-2/CIII/R38.4 LSAC/N4.1.4 (S74-16) S74-2/CIII/R39.9 LSAC/N4.2.8 (S74-16)
0625 Rigid liferafts	
Construction	S74/CIII/R16 S74-2/CIII/R38.1 S74-2/CIII/R40.2 LSAC/N4.1.1, 4.3.2(S74-16)
Carrying capacity	S74-2/CIII/R38.2 S74-2/CIII/R40.3 LSAC/N4.1.2, 4.3.3(S74-16)
Marking	S74/CIII/R20.d, e S74-2/CIII/R40.7 LSAC/N4.3.6 (S74-16)
Fittings	S74/CIII/R16 S74-2/CIII/R38.3 S74-5/CIII/R38.3 S74-2/CIII/R40.6 LSAC/N4.1.3 (S74-16)
Number – Passenger ship	S74/CIII/R27 S74-2/CIII/R20.1 S74-16/CIII/R21.1, .3 S74-16/CIII/R26.1, .2
Number – Ro-ro passenger ship	S74/CIII/R35
Number – Cargo ship	S74-2/CIII/R26.1, .3 S74-16/CIII/R31.1, .3
Equipment	S74/CIII/R17 S74-2/CIII/R38.5 S74-5/CIII/R38.5.1.14 LSAC/N4.1.5 (S74-16)
Security	S74-2/CIII/R38.5.4 LSAC/N4.1.5.4 (S74-16)
Davit launched	S74-2/CIII/R40.8 LSAC/N4.3.7 (S74-16)
0628 Stowage of liferafts	
General	S74-2/CIII/R13.1, .4, .5, .6 S74-16/CIII/R13.1, .4, .5, .6
Passenger ship	S74/CIII/R29 S74-2/CIII/R23 S74-16/CIII/R24
Ro-ro passenger ship	S74-16/CIII/R26.2.2
Cargo ship	S74/CIII/R36 S74-2/CIII/R26.3.2 S74-2/CIII/R29 S74-16/CIII/R31.3.2
0629 Marine evacuation system	
General	S74-16/CIII/R3.14, R26.1, .2, .4 LSAC/N6.2 (S74-16)

0630	Stowage Launching arrangements for survival craft General	S74-16/CIII/R15 S74-2/CIII/R15 S74-2/CIII/R48 S74-16/CIII/R12, R16, R20.11, R33 LSAC/CVI (S74-16) S74/CIII/R29 S74-2/CIII/20.1.4 S74-16/CIII/R21.1.4, R23.1 S74-16/CIII/R26.3.4 S74/CIII/R36 S74-2/CIII/R26.1.5 S74-16/CIII/R31.1.5, R33.1 S74-2/CIII/R28.2 S74-16/CIII/R33.2
	Handling – Passenger ship	
	Handling – Ro-ro passenger ship	
	Handling – Cargo ship	
	Handling – Cargo ship $\geq 20,000$ tons	
0635	Launching arrangements for rescue boats General	S74-2/CIII/R15 S74-2/CIII/R16 S74-2/CIII/R48 S74-16/CIII/R12, R16, R17, R26.3.2 LSAC/N6.1 (S74-16) S74-2/CIII/R20.1.4 S74-16/CIII/R21.1.4, R23.2 S74-16/CIII/R26.3.3 S74-2/CIII/R26.1.5 S74-16/CIII/R31.1.5
	Handling – Passenger ship	
	Handling – Ro-ro passenger ship	
	Handling – Cargo ship	
0636	Helicopter landing/pick-up area	S74-16/CIII/R28
0637	Means of rescue	S74-16/CIII/R26.4
0640	Distress flares	S74/CIII/R24 S74-2/CIII/R6.3 S74-16/CIII/R6.3 LSAC/N3.1 (S74-16)
0650	Lifebuoys Requirements/specifications	S74/CIII/R21 S74-2/CIII/R7.1 S74-2/CIII/R30 S74-2/CIII/R31 S74-16/CIII/R7.1 LSAC/N1.2, 2.1 (S74-16) S74/CIII/R34 S74-2/CIII/R21.1 S74-16/CIII/R22.1 S74/CIII/R37 S74-2/CIII/R27.1 S74-16/CIII/R32.1
	Number – Passenger ship	
	Number – Cargo ship	
0660	Lifejackets Requirements	S74/CIII/R22 S74-2/CIII/R7.2 S74-2/CIII/R30 S74-2/CIII/R32 S74-16/CIII/R7.2, R22.2.,.3 LSAC/N1.2, 2.2 (S74-16) S74/CIII/R22 S74-2/CIII/R21.2 S74-16/CIII/R22.2
	Number – Passenger ship	

	Number – Ro-ro passenger ship	S74-16/CIII/R7.2, R26.5
	Number – Cargo ship	S74/CIII/R22 S74-2/CIII/R7.2 S74-16/CIII/R7.2, R32.2
0663	Immersion suits	
	Requirements	S74-2/CIII/R7.3 S74-2/CIII/R30 S74-2/CIII/R33 S74-16/CIII/R7.3 LSAC/N1.2, 2.3 (S74-16)
	Number – Passenger ship	S74-2/CIII/R21.4 S74-16/CIII/R22.4
	Number – Cargo ship	S74-2/CIII/R27.3 S74-16/CIII/R32.3
0664	Anti-exposure suits	S74-16/CIII/R7.3 LSAC/N1.2, 2.4 (S74-16)
0666	Thermal protective aids	
	Requirements	S74-2/CIII/R30 S74-2/CIII/R34 LSAC/N1.2, 2.5 (S74-16)
	Number – Passenger ship	S74-2/CIII/R30 S74-2/CIII/R34
	Number – Cargo ship	S74-2/CIII/R27.3 S74-16/CIII/R32.3
0669	Radio life-saving appliances	
	Two-way VHF radio telephone apparatus	S74-16/CIII/R6.1, R6.2.1
	Radar transponders	S74-16/CIII/R6.1, R6.2.2
0674	Emergency equipment for 2-way communication	S74-16/CIII/R6.4.1, 4.4
0676	Public address system	S74-2/CIII/R6.4.2 S74-16/CIII/R6.4.2, R6.5 LSAC/N7.2.2 (S74-16)
0680	Embarkation arrangements - survival craft	
	General	S74/CIII/R19 S74-2/CIII/R11 S74-16/CIII/R11 LSAC/N6.1.6 (S74-16)
	Passenger ship	S74/CIII/R29.i S74-2/CIII/R22.1 S74-16/CIII/R23.1
	Cargo ship	S74/CIII/R36.h S74-2/CIII/R28 S74-16/CIII/R33
0683	Embarkation arrangements - rescue boats	
	General	S74-2/CIII/R16 S74-2/CIII/R11 S74-16/CIII/R17 S74-2/CIII/R22.2 S74-16/CIII/R23.2
	Passenger ship	S74-16/CIII/R23.2
	Cargo ship	S74-16/CIII/R33, R31.2
0684	Means of recovery of lifesaving appliances	
	Survival craft	S74/CIII/R29.j, .l S74/CIII/R36.i, .k

	Rescue boats	S74-2/CIII/R15 S74-16/CIII/R16 LSAC/N6.1 (S74-16) S74-2/CIII/R16 S74-16/CIII/R17
0686	Buoyant apparatus Construction Carrying capacity Marking Number – Passenger ship Stowage	S74/CIII/R33.a S74/CIII/R33.b S74/CIII/R20.b, e S74/CIII/R27.c.vi S74/CIII/R29.a.iv
0690	Line-throwing appliance	S74/CIII/R23 S74-2/CIII/R17 S74-2/CIII/R49 S74-16/CIII/R18 LSAC/N7.1 (S74-16)
0692	Operational readiness of lifesaving appliances Servicing On-board maintenance	S74-16/CIII/R20.8, .9, .11 S74-16/CIII/R36
0694	Evaluation, testing and approval	S74-16/CIII/R4
0695	On board training and instructions Training in use Practice musters and drills Life saving (all ships) Life saving (passenger ships) Training manual Muster list and Emergency instructions	S74/CIII/R18 S74-2/CIII/R18.4 S74-8/CIII/R18.4 S74-16/CIII/R19.1, .4 S60/CIII/R26 S74/CIII/R26 S74-2/CIII/R18.3, .4 S74-16/CIII/R19.1,.2, .3, .4 S74-2/CIII/R25 S74-16/CIII/R30 S74-2/CIII/R18.2 S74-2/CIII/R51 S74-8/CIII/R18.2 S74-16/CIII/R35 S74-2/CIII/R8.2 S74-2/CIII/R53 S74-16/CIII/R8, 37
0696	Maintenance and inspection Record of inspections Maintenance	S74/CIII/R26.a.iv S74-2/CIII/R52.7 S74-16/CIII/R36.7 S74-2/CIII/R19.3, .4 S74-2/CIII/R52 S74-16/CIII/R20.3, .4, R36.7
0697	Decision support system for Masters on Passenger Ships	S74-15/CIII/R29
0699	Other (life-saving)	
0700	FIRE SAFETY MEASURES	
0710	Fire prevention	

General structure Passenger ship >36	S60/CII/R36 S74/CII-2/R17 S74-9a/CII-2/R41-2.4.4, 6.1 S74-17/CII-2/R24.1.1 S74-23/CII-2/R9.2.2.2.1, FSSC/C4/P1.2 (S74-23)
Passenger ship	S74-1/CII-2/R23, R24, R25 S74-23/CII-2/R5.3.2.1.1, R9.2.2, R11
Passenger ship ≤ 36	S60/CII/R53 S74/CII-2/R35 S74-23/CII-2/R9.2.2.2.2
Cargo ship	S74-1/CII-2/R42, R43 S74-17/CII-2/R50.3.1 S74-23/CII-2/R9.2.3, R11
Cargo ship ≥ 4,000 tons	S60/CII/R54 S74/CII-2/R51
Tanker	S74/CII-2/R57 S74-1/CII-2/R57 juncto R42, R43 S74-23/CII-2/R9.2.4, R11
0711 Inert gas system	S60/CII/R58(d) S74/CII/R62 S74-1/CII-2/R60, R62 S74-2/CII-2/R62.14.1 S74-6/CII-2/R62.1 R62.19(1,2) S74-17/CII-2/R62.11.2.1 S74-23/CII-2/R4.5.5, R11.6.3 FSSC/C15/P2 (S74-23)
0712 Division – main zones	
Passenger ship > 36	S60/CII/R37 S74/CII-2/R18 S74-23/CII-2/R9.2.2.3, R9.6.1 S74-1/CII-2/R24.1.2, R24.2, R25 S74-23/CII-2/R5.3.2.1.1, R9.2.2.1, .2
Passenger ship	S60/CII/R53 S74/CII-2/R36 S74-23/CII-2/R5.3.2.1.1, R9.2.2.1.1.2
Passenger ship ≤ 36	
Location/separation of spaces Passenger ship > 36 (accom. Versus other)	S60/CII/R40 S74-10/CII-2/R26.2, TABLES S74/CII-2/R26 S74-17/CII-2/R26 (FOOTNOTED) S74-23/CII-2/ R9.2.2, R9.2.2footnote d, R9.2.2.3.2tables
Passenger ship > 36 (special category)	S74/CII-2/R30 (a), (b) S74-10/CII-2/R26.2.2(11) S74-23/CII-2/R9.2.2.3.2.2 (11), R9.4.1.1.1
Passenger ship > 36 (other – cars)	S74/CII-2/R31 S74-23/CII-2/R9.4.1.2
Passenger ship ≤ 36 (accommodation versus other)	S60/CII/R53 S74/CII-2/R39 S74-23/CII-2/R10.7.1.1, .2
Passenger ship ≤ 36 (accom. + service)	S74/CII-2/R40 S74-23/CII-2/R7.5.4, R7.6, .9.3
Passenger ship (special category)	S74-1/CII-2/R37.1.1.1 S74-23/CII-2/R20.2.2.1
Passenger ship (other – cars)	S74-1/CII-2/R38 S74-6/CII-2/R38 S74-23/CII-2/R20.5

Cargo ship \geq 4,000 tons	S60/CII/R54(e)
Cargo ship	S74-1/CII-2/R44 S74-2/CII-2/R56.1-8 S74-6/CII-2/R44 S74-23/CII-2/R9.2.3
Tanker	S74/CII-2/R56, R57 S74-1/CII-2/R56, R58 S74-2/CII-2/R56 S74-6/CII-2/R56, R58 S74-17/CII-2/R56.7, 56.9 S74-23/CII-2/R4.5.1,.2,R9.2.4
0713 Main vertical zone	
Fire doors	
Passenger ship > 36	S60/CII/R38(e) S74/CII-2/R23(f) S74-10/CII-2/R30.4 S74-16/CII-2/R30.4 S74-23/CII-2/R9.4.1.1.4
Passengerships	
Passenger ship \leq 36	S60/CII/R53 S74/CII-2/R37(f) S74-23/CII-2/R9.4.1.1.5
Stairway enclosure	
Passenger ship > 36	S60/CII/R42(a)(iii) S74/CII-2/R23(f) S74-10/CII-2/R30.4 S74-23/CII-2/R9.4.1.1.4
Passengerships	
Passenger ship \leq 36	S74/CII-2/R37(f)
Cargo ship	S74-1/CII-2/R46 S74-23/CII-2/R9.4.1.2
Tanker	S74/CII-2/R57(b)(vii)
0714 Doors within main vertical zone	
Passenger ship > 36 (method I)	S60/CII/R39(a)(i)
Passenger ship > 36 (method III)	S60/CII/R39(b)(i)
Passenger ship > 36	S74/CII-2/R19(b)(ii) S74-9a/CII-2/R41-1.4.1, 4.4, 6.1 and 6.5 S74-10/CII-2/R30 S74-1/CII-2/R25.2.2 S74-23/CII-2/R9.2.2.2.2.2, R9.4.1.1.2
Passenger ship	
Doors in fire resisting divisions	
Cargo ship	S74-1/CII-2/R47 S74-23/CII-2/R9.4.2
0715 Fire detection	
General	
Passenger ship	S60/CII/R61 S74-1/CII-2/R36 S74-2/CII-2/R36 S74-10/CII-2/R13.1.6, 1.8-9, 1.15 S74-23/CII-2/R7.5.1, .4, R7.6, .7, R10.6.1 S74/CII-2/R29 S74-8/CII-2/R36.2 S74-9a/CII-2/R41-2.2, 3 S74-10/CII-2/R36.2 S74-23/CII-2/R7.5.2 S74/CII-2/R47 S74-23/CII-2/R7.5.3
Passenger ship > 36	
Passenger ship \leq 36	
Cargo ship	S60/CII/R61 S74-1/CII-2/R52 S74-2/CII-2/R52 S74-23/CII-2/R7.5.5, R7.7

Tankers	S74-17/CII-2/R59.5
Automatic sprinkler/alarm and detection	
Passenger ship (method II) > 36	S60/CII/R51
Passenger ship/cargo ship	S74/CII-2/R12
	FSSC/C8/P2 (S74-23)
Passenger ship	S60/CII/R59
	S74-1/CII-2/R36.2
	S74-2/CII-2/R36.2
	S74-8/CII-2/R36.2
	S74-9a/CII-2/R41-2.5
	S74-10/CII-2/R36.2
	S74-23/CII-2/R10.6.1
Cargo ship	S74-1/CII-2/R52.2
	S74-2/CII-2/R52.2
	S74-23/CII-2/R10.6.2
Automatic alarm and detection	
Passenger ship (method III) > 36	S60/CII/R52
Passenger ship > 36	S74/CII-2/R13(a), (b), (c), (d), (e), (f), (g), (h)
	S74-8/CII-2/R36.2
	S74-23/CII-2/R7.5.2, R10.6.1.1
Passenger ship ≤ 36	S74/CII-2/R13(i), (j), (k) (l)
Passenger ship	S74-1/CII-2/R36.1, .2
	S74-1/CII-2/R13
	S74-1/CII-2/R40.2
	S74-2/CII-2/R36.1
	S74-2/CII-2/R40.2
	S74-6/CII-2/R13-1
	S74-6/CII-2/R40.2
	S74-10/CII-2/R13.1.6, 1.8-9, 1.15
Cargo ship	FSSC/C9/P2 /C10/P2 (S74-23)
	S74/CII-2/R13(I), (k)
	S74-1/CII-2/R13
	S74-6/CII-2/R13.1
	S74-1/CII-2/R52.2, .3, .4
	S74-2/CII-2/R52.1, .3
	S74-23/CII-2/R7.5.5, R10.6.2
	FSSC/C9/P2 /C10/P2 (S74-23)
Special spaces/alarm and detection	
Unattended machinery spaces	
Passenger ship > 36	S74/CII-2/R32(L)(ii)
	S74-23/CII-2/R5.2.3.2
Passenger ship/cargo ship	S74-1/CII-2/R14
	S74-23/CII-2/ R5.2.3, R7.4
Special category spaces/automatic detection	
Passenger ship > 36	S74/CII-2/R30(d)(I)
Passenger ship	S74-1/CII-2/R37.1.1.4.1
	S74-2/CII-2/R37.1.1.4.1
	S74-23/CII-2/R20.4.1, R20.4.3.1
Other cargo spaces (cars)	
Passenger ship > 36	S74/CII-2/R31(a)
	S74-9a/CII-2/R41-2.6.4
Passenger ship	S74-23/CII-2/R9.4.1
	S74-1/CII-2/R38.1
	S74-6/CII-2/R38.1
Cargo ship	S74-23/CII-2/R20.4
	S74-1/CII-2/R53.3
	S74-6/CII-2/R53.3
	S74-23/CII-2/R20.3, .4, .6.1.1, .6.1.4, .6.2.1
Cargo spaces/ dangerous goods	S74-1/CII-2/R40.2

	S74-6/CII-2/R40.2 S74-1/CII-2/R54.2.3 S74-6/CII-2/R54.2.3 S74-23/CII-2/R7.6, R19.3.3 S74-1/CII-2/R53.2.2.1 S74-6/CII-2/R53.2.2.1 S74-23/CII-2/R20.6.1.1
Cargo spaces Ro/Ro (cargo ship)	
Smoke detection/fire detection Cargo ship (explosives)	S60/CII/R56(f)(iv)(2) S74/CII-2/R52(f)(iii)(2) S74-23/CII-2/R20.4.1
Fire detection/alarm (accom. and service spaces) Passenger ship ≤ 36	S74/CII/R40(b)(ii) S74-23/CII-2/R7.5.1, R7.7
Cargo ship	S74-1/CII-2/R52 S74-2/CII-2/R52 S74-23/CII-2/R7.5.1, R7.7
0716 Fire patrol	
Passenger ship	S60/CII/R64(a)(I)
Passenger ship > 36	S74/CII-2/R32(a)(I)-(III) S74-1/CII-2/R40.6 S74-8/CII-2/R40.7 S74-9a/CII-2/R41-2.1.2 S74-9a/CII-2/R40.5 S74-23/CII-2/R7.8
Passenger ship ≤ 36	S74/CII-2/R47(a)(I)-(III)
Passenger ship (special category)	S74-1/CII-2/R37.1.4 S74-2/CII-2/R37.1.4 S74-23/CII-2/R20.4.3
0720 Readily availability of fire fighting equipment	S60/CII/R66 S74/CII-2/R15, R2(g) S74-1/CII-2/R21, R2(2.7) S74-6/CII-2/R4.7 S74-8/CII-2/R21 S74-9a/CII-2/R41-2.1.3-5 S74-23/CII-2/R2.2, R10.1.2, R14.2
0725 Fixed fire extinguishing installation	
Fixed gas	
Gas/steam/CO2	S60/CII/R58 S74/CII-2/R8 S74-10/CII-2/R5.2.5 FSSC/C5/P2.2, .3, .4 (S74-23)
Gas/steam/halogen/CO2	S74-1/CII-2/R5 S74-10/CII-2/R5.3.1
Halogen/CO2 (tanker)	S74-1/CII-2/R63.1 S74-23/CII-2/R10.9.1
Cargo spaces, RO/RO (cargo ship)	S74-1/CII-2/R53.2.2.1 S74-2/CII-2/R53.2.2.1 S74-1/CII-2/R39.3 S74-23/CII-2/R10.7.2, R20.6.1.1
Other cargo spaces (cars)	S74-1/CII-2/R53.3 S74-6/CII-2/R53.3 S74-23/CII-2/R20.3, .4, .6.1.1, .6.1.4, .6.2.1
Tanker ≥ 20,000 tons	S74-1/CII-2/R60 S74-23/CII-2/R4.5.5.1, R10.8.1
Fixed foam	
Fixed foam	S60/CII/R60

Fixed foam machinery spaces	S74/CII-2/R9 FSSC/C6/P2.2 (S74-23)
Fixed high-ex machinery spaces	S74/CII-2/R10 S74-1/CII-2/R9 FSSC/C6/P2.2 (S74-23)
Fixed low-ex machinery spaces	S74-1/CII-2/R8 FSSC/C6/P2.1, .3 (S74-23)
Fixed pressure water-spraying Machinery spaces	S60/CII/R62 S74/CII-2/R11 S74-1/CII-2/R10 S74-1/CII-2/R63.1.1.3 S74-13/CII-2/R41-2.6.2 S74-23/CII-2/R10.9.1.3 FSSC/C7/P2.1 (S74-23)
Special category spaces	
Passenger ship > 36	S74/CII-2/R30(c)
Passenger ship	S74-1/CII-2/R37.1.3
Cargo spaces, RO/RO (cargo ship)	S74-1/CII-2/R53.2.2.2 S74-1/CII-2/R54.2.9 S74-23/CII-2/R20.6.1
Cargo spaces/dangerous goods	S74-1/CII-2/R54.2.1.1, .2.9 S74-17/CII-2/R54(TABLES 54.1-3) S74-23/CII-2/R19.3.9 S74-23/CII-2/R19 (tables 19.1-3)
Fixed deck foam	S74-17/CII-2/R18.8 (Helicopter decks) S74-23/CII-2/R18.5
Tank & combination carrier	S74/CII-2/R60, R61 S74P78/CII-2/R60 S74-23/CII-2/R10.8.1
Tanker	FSSC/C14/P2 (S74-23) S74-1/CII-2/R60, R61 S74-23/CII-2/R10.8.1 FSSC/C14/P2 (S74-23)
0730 Fire fighting equipment and appliances	
Fire hydrant, hose, nozzle	
General	S60/CII/R56(e), (f), (g) S74/CII-2/R5(e), (f), (g) S74-1/CII-2/R4.6, .7, .8 S74-6/CII-2/R4.7.7.1 S74-8/CII-2/R4.7 S74-9a/CII-2/R41-2.1.3-5 S74-23/CII-2/R10.2.1.1, R10.2.3.1
Number/position hydrant	S60/CII/R56(d) S74/CII-2/R5(d) S74-1/CII-2/R4.5 S74-23/CII-2/R10.2.1.5
Requirements	
Passenger ship	S60/CII/R64(c) S74-1/CII-2/R4 S74-6/CII-2/R4 S74-23/CII-2/R10.2.1.5.2, 10.2.1.6.3, R10.2.3.2.2
Passenger ship > 36	S74/CII-2/R32(c)
Passenger ship ≤ 36	S74/CII-2/R47(c)
Cargo ship	S60/CII/R65(c) S74/CII-2/R52(c) S74-1/CII-2/R4
	S74-6/CII-2/R4

	Fire extinguishers General	S74-23/CII-2/R10.2.1.6.2, R10.2.3.2.3 S60/CII/R57 S74/CII-2/R7 S74-1/CII-2/R6 S74-23/CII-2/R10.3 FSSC/C4/P2.1.1, P2.2 (S74-23)
	Requirements Passenger ship	S60/CII/R64(e), (g) S74-1/CII-2/R7.6 S74-1/CII-2/R37.1.5 S74-1/CII-2/R38.2.3 S74-23/CII-2/R10.5.5
	Passenger ship > 36	S74/CII-2/R32(e), (g)(iii), (h)(ii), (iii) S74-1/CII-2/R7.6
	Passenger ship ≤ 36 Cargo ship	S74/CII-2/R47(e), (g)(ii), (h)(ii) S60/CII/R65(e) S74/CII-2/R52(e), (g)(ii), (h)(ii) S74-1/CII-2/R7 S74-1/CII-2/R53.2.2 S74-23/CII-2/R20.6.2
	Special requirements Dangerous goods	S74-1/CII-2/R54.2.7 S74-23/CII-2/R19.3.7
0735	Personal equipment General	ILO134/A4.3(I) S74-1/CII-2/R17
	Fireman's outfit General	S60/CII/R63 S74/CII-2/R14 S74-1/CII-2/R17.1.,.2, .4 S74-23/CII-2/R10.10 FSSC/C3/P2.1 (S74-23)
	Number Passenger ship	S60/CII/R64(I) S74-1/CII-2/R17.3 S74-23/CII-2/ R10.10.2.2, R10.10.3.2
	Passenger ship > 36	S74/CII-2/R32(m) S74-1/CII-2/R17.3.2 S74-9a/CII-2/R17.3-5 S74-17/CII-2/R17.3.1.1 S74-23/CII-2/R10.10.2.2
	Passenger ship ≤ 36	S74/CII-2/R47(j) S74-23/CII-2/R10.10.2.5
	Cargo ship	S60/CII/R65(j) S74/CII-2/R52(j) S74-1/CII-2/R17.3 S74-23/CII-2/R10.10.2.1
	Cargo ship (dangerous goods)	S74-1/CII-2/R54.2.6 S74-23/CII-2/R19.3.6
	Tanker	S74-1/CII-2/R17.3 S74-23/CII-2/R10.10.2.3
0736	Emergency Escape Breathing Device	S74-23/CII-2/R13.4.3 FSSC/C3/P2.2
0739	Emergency Fire Pump	S74-23/CII-2/R10.2.2.3 FSSC/C12
0740	Fire pumps Fire pump general	S60/CII/R56(a), (b), (c)

	S74/CII-2/R5(a), (b), (c) S74-1/CII-2/R4.1- .4 S74-10/CII-2/R4.3.3 S74-23/CII-2/R10.2.2 FSSC/C12/P2.2 (S74-23)
Fire pump special Passenger ship	S60/CII/R64(b) S74-1/CII-2/R4.3 S74-6/CII-2/R4.3.3.2.5 S74-23/CII-2/R10.2.2.3.1, R10.2.2.4.1
Passenger ship > 36	S74/CII-2/R32(b) S74-10/CII-2/R4.2.1
Passenger ship ≤ 36	S74/CII-2/R47(b)
Cargo ship	S60/CII/R65(b) S74/CII-2/R52(b) S74-1/CII-2/R4.3 S74-6/CII-2/R4.3.3.2.5 S74-23/CII-2/R10.2.2.3.3, R10.2.2.4.2
Cargo ship (dangerous goods)	S74-1/CII-2/R54.2.1.1 S74-23/CII-2/R19.3.1
0741 Means of control (opening, closure of skylights, pumps, etc. machinery spaces)	
Passenger ship	S60/CII/R69(a) S74-1/CII-2/R11 S74-23/CII-2/R5.2, 7.4, 8.3, 9.5
Passenger ship > 36	S74/CII-2/R34(d) S74-1/CII-2/R32.1.6
Passenger ship ≤ 36	S74/CII-2/R50
Cargo ship	S60/CII/R69(a) S74/CII-2/R54 S74-1/CII-2/R11 S74-23/CII-2/R5.2, 7.4, 8.3, 9.5
Special spaces Passenger ship (special category)	S74-1/CII-2/R37.1.6.3 S74-17/CII-2/R37.1.2.3, R37.1.6.3 S74-23/CII-2/R20.3.1.2.1
Passenger ship (other – cars)	S74-1/CII-2/R38.3.3 S74-23/CII-2/R20.3.1
Cargo ship (RO/RO spaces)	S74-1/CII-2/R53.2.3.3 S74-23/CII-2/R20.3.1
Cargo ship (other – cars)	S74-1/CII-2/R53.3 S74-6/CII-2/R53.3 S74-23/CII-2/R20.3, .4, .6
0743 Fire-dampers	
Passenger ship > 36 (local control)	S60/CII/R38(b) S74-9a/CII-2/R41-2.6.3
Passenger ship ≤ 36 (local control)	S60/CII/R53
Passenger ship > 36 (auto. Fail-safe)	S74/CII-2/R23(b) S74-1/CII-2/R32.1.1 juncto R16.2.2 & R16.8 S74-9a/CII-2/R41-2.6.3 S74-23/CII-2/R9.7.3, 4.1
Passenger ship ≤ 36 (auto. Fail-safe)	74/CII-2/R37(b) S74-1/CII-2/R32.2.1 juncto R16.2.2 & R16.8 S74-23/CII-2/R9.7
Cargo ship	S60/CII/R69(a) S74-1/CII-2/R48 juncto R16 S74-23/CII-2/R5.2, 8.2, 9.7

0745	Ventilation	
	General	
	Passenger ship > 36	S60/CII/R47 S74/CII-2/R25 S74-1/CII-2/R32.1 juncto R16 S74-8/CII-2/R32.1.7 S74-9a/CII-2/R41-2.4.3 S74-10/CII-2/R32.1.5, 1.8-9 S74-17/CII-2/R32.1.1 juncto R16 S74-23/CII-2/R9.7.4, R9.7.5.1
	Passenger ship ≤ 36	S74/CII-2/R45 S74-1/CII-2/R32.2 juncto R16 S74-23/CII-2/R9.7.5.2
	Cargo ship	S74-1/CII-2/R48 juncto R16 S74-17/CII-2/R54.2.4.3, 2.10-11 S74-17/CII-2/R59.1 S74-23/CII-2/R8.2, R9.7.5.2, R19.3.4
	Main inlet/outlet vent. system	
	Passenger ship	
	Passenger ship > 36	S74-23/CII-2/R9.7 S60/CII/R47(a) S74/CII-2/R25(c) S74-1/CII-2/R32.1.1 juncto R16.9 S74-1/CII-2/R32.2.1 juncto R16.9
	Passenger ship ≤ 36	S74-1/CII-2/R16.9
	Cargo ship	S74-23/CII-2/R5.2.1.1 S74/CII-2/R58(b)
	Tanker	
	Stopping power ventilation	
	General	
	Passenger ship	
	Passenger ship > 36	S60/CII/R47(b) S74-9a/CII-2/R22-1 S74/CII-2/R25(f) S74-1/CII-2/R32.1.6 juncto R16.6 S74-23/CII-2/R5.2.1.3
	Passenger ship ≤ 36	S74-1/CII-2/R32.2 S74-23/CII-2/R9.7
	Cargo ship	S74-1/CII-2/R48 juncto R16.10 S74-23/CII-2/R5.2.1.2
	Machinery spaces	
	Passenger ship	
	Passenger ship > 36	S60/CII/R69(a) S74-1/CII-2/R15.2.2 S74-1/CII-2/R11.4, .5, .6 S74-23/CII-2/R4.2.2.2 S74/CII-2/R34(d)(iv), (v) S74-1/CII-2/R32.1.6 S74-23/CII-2/R5.2, 8.3
	Passenger ship ≤ 36	S74/CII-2/R45 S74/CII-2/R50(a) S74-23/CII-2/R5.2, 8.3
	Cargo ship	S60/CII/R69(a) S74/CII-2/R51(h) S74-1/CII-2/R11.4, .5, .6 S74-1/CII-2/R15.2.2 S74-23/CII-2/R4.2.2.2, 5.2, 8.3
	Tanker	S74/CII-2/R57(xiii) S74-1/CII-2/R15.2.2 S74-23/CII-2/R4.2.2.2, 5.2, 8.3
	Cargo spaces	
	Passenger ship	
	Cargo ship	S60/CII/R69(a)
	Special spaces	S60/CII/R69(a)

Passenger ship > 36 (spec. category)	S74/CII-2/R30(f)
Passenger ship (spec. category)	S74-1/CII-2/R37.1.6 S74-23/CII-2/R20.3.1
Passenger ship > 36 (other spaces)	S74/CII-2/R31(c)
Passenger ship (other –cars)	S74-1/CII-2/R38.3 S74-23/CII-2/R20.3.1
Cargo ship (RO/RO spaces)	S74-1/CII-2/R53.2.3 S74-23/CII-2/R20.3.1
Cargo ship (other – cars)	S74-1/CII-2/R53.2, .3 S74-7/CII-2/R53.3 S74-23/CII-2/R20.3, .4, .6
Dangerous goods spaces	S74-1/CII-2/R54.2.4 S74-23/CII-2/R19.3.4
Tanker (cargo pumproom)	S74/CII-2/R58(c) S74-1/CII-2/R59.3.1 S74-23/CII-2/R4.5.4.1
Tanker (cargo + adjacent)	S74-1/CII-2/R59.3.3 S74-2/CII-2/R59.3.3 S74-23/CII-2/R4.5.4.2
0746 Jacketed piping system for high pressure fuel lines	S74-11/CII-2/R15.2.9 S74-23/CII-2/R4.2.2.5.2
0750 International shore connection	
General	S60/CII/R56(h) S74/CII-2/R5(h) S74-1/CII-2/R19 S74-23/CII-2/R10.2.1.7
Requirements	
Passenger ship	S60/CII/R64(d)
Passenger ship > 36 and ≥ 1,000 grt	S74/CII-2/R32(d)
Passenger ship ≤ 36 and ≥ 1,000 grt	S74/CII-2/R47(d)
Cargo ship	S60/CII/R65(d)
Cargo ship ≥ 1,000 grt	S74/CII-2/R52(d)
0755 Fire control plan – all ships	S60/CII/R70 S74/CII-2/R4 S74-1/CII-2/R20 S74-23/CII-2/R15.2.4, 15.3
0760 Unattended Machinery spaces (UMS) evidence	S74-1/CII-1/R46.3
0770 Doc of Compliance Dangerous Goods	S74-1/CII-2/R54.3 S74-23/CII-2/R19.4
0799 Other (fire safety)	
0800 ACCIDENT PREVENTION (ILO 147)	
0810 Personal equipment	ILO134/A4.3(I)
0815 Warning notices	ILO134/A4.3(a), (d)
0820 Protection machines/parts	ILO134/A4.3(a), (d) S74-1/CII-1/R26.1
0830 Pipes, wires (insulation)	ILO134/A4.3(a), (d) S74-1/CII-1/R26.1
0850 Structural features (ship)	ILO134/A4.3(b)

0860	Entry dangerous spaces (instructions, warnings)	ILO134/A4.3(a), (d)
0870	Cargo Gear Record Book	ILO134
0899	Other (accident prevention)	
0900	STABILITY, STRUCTURE AND RELATED EQUIPMENT	
0910	Hydraulic and other closing devices/watertight doors	
	Watertight doors	
	General – Passenger ship	S60/CII/R13 S74/CII-1/R13 S74-1/CII-1/R15 S74-6/CII-1/R15 S74-9a/CII-2/R3.22-1 S74-23/CII-2/R3.9
	Cargo loading doors – Passenger ship	S74-4/CII-1/R20-1.2, .3, .4
	Construction/test	
	Passenger ship	S60/CII/R15 S74/CII-1/R15 S74-1/CII-1/R18 S74-1/CII-1/R18.2
	Cargo ship	
	Marking/periodical operation & inspection	S60/CII/R21
	Passenger ship	S74/CII-1/R21 S74-1/CII-1/R24
0915	Signs and indicators (WT doors, fire detectors, fire dampers, ventilation)	
	WT-door indicator	
	Passenger ship	S60/CII/R13(b), (I) S74/CII-1/R13(b), (I) S74-1/CII-1/R15.6.5 S74-1/CII-1/R15.9 S74-6/CII-1/R15.6.4 S74-6/CII-1/R15.7.1.6 S74-6/CII-1/R15.7.3.1, .3.2 S74-6/CII-1/R15.8.2 S74-6/CII-1/R15.9.3 S74-9a/CII-2/R3.22-1 S74-23/CII-2/R3.9
	Passenger ship (special category space)	S74-1/CII-2/R37.1.2.2 S74-3/CII-1/R23-2.2, .2 S74-23/CII-2/R9.6.2 S74-6/CII-1/R23-1.2
	Cargo ship (dry cargo)	
0920	Damage control plan	
	Passenger ship	S60/CII/R20 S74/CII-2/R20 S74-1/CII-1/R23 S74-9a/CII-2/R41-2.1.1 S74-6/CII-1/R23-1.1
	Cargo ship (dry cargo)	
0930	Stability/strength/loading information and instruments	
	Information – all ships	S60/CII/R19 S74/CII-1/R19 S74-1/CII-1/R22

		S74-4/CII-1/R22 S74-7/CII-1/R25-8 S60/CII/R7 S74/CII-1/R7 S74-1/CII-1/R8 S74-4/CII-1/R8
	Damaged condition – Passenger ship	
	Damaged condition – Cargo ship	S74-7/CII-1/R25-4, R25-5, R25-6 LL66/ANI/R27 LL66P88/ANI/R27
	Timber deck cargo	LL66/ANI/R44.10 LL66P88/ANI/R44.7
	Grain carriage (intact stability)	S74/CVI/R4
0931	Information on A/A-max ratio (ro-ro passenger ships)	S74-15/CII-1/R8-1
0936	Steering gear	
	General	S60/CII/R29 S74/CII-1/R29 S74-1/CII-1/R29
	Tankers ≥ 10,000 tons Electric/electro hydraulic	S74P78/CII-1/R29 S60/CII/R30 S74/CII-1/R30 S74-1/CII-1/R30
	Operation	S74/CV/R19 S74P78/CV/R19-1 S74-1/CV/R19-1 S74-23/CV/R25
	Testing and drills	S74P78/CV/R19 S74P78/CV/R19-2 S74-1/CV/R19 S74-1/CV/R19-2 S74-23/CV/R26
0938	Damage to hull due to weather or ship operation	
	Passenger ship	S74/CII-1/R7 S74-1/CII-1/R8 S74-4/CII-1/R8.2, .6, .7 LL66/ANI/R27.3 LL66P88/ANI/R27.3
	Tanker (type A)	LL66/ANI/R27.7 LL66P88/ANI/R27.8(d) LL66P88/ANI/R27.10
	Cargo ship	
0940	Ballast, fuel and other tanks	
	Ballast general Passenger ship	S60/CII/R8 S74/CII-1/R8 S74-1/CII-1/R9
	Double bottom Passenger ship	S60/CII/R10 S74/CII-1/R10 S74-1/CII-1/R12 S74-6/CII-1/R12.5 S74-6/CII-1/R12-1
	Cargo ship (other than tanker) Double bottom – Grain carriage Double bottom – Timber Fuel, Lub. and other flammable oil Passenger ship > 36 All ship	S60/CVI/R13 LL66/ANI/R43.2 S74/CII-2/R33 S74-1/CII-2/R15 S74-2/CII-2/R15

		S74-6/CII-2/R15 S74-23/C-II/R4.2
0945	Emergency lighting, batteries and switches Source and supply to miscellaneous safety services Passenger ship	S60/CII/R25 S74/CII-1/R25 S74-1/CII-1/R42 S74-2/CII-1/R42.2 S74-6/CII-1/R42.2, .4 S74-10/CII-1/R42.3.3 S74-17/CII-1/R42.3.4
	Passenger ship (RO/RO spaces)	S74-3/CII-1/R42-1
	Passenger ship (special category spaces)	S74-3/CII-1/R42-1
	Cargo ship	S60/CII/R26 S74/CII-1/R26 S74-1/CII-1/R43 S74-2/CII-1/R43.2.1 S74-10/CII-1/R43.3.3 S74-17/CII-1/R43.3.4
	Starting arrangements for generating set Passenger ship	S60/CII/R25(c)(i) S74/CII-1/R25(c)(i) S74-1/CII-1/R44 S74-10/CII-1/R44.2.1
	Cargo ship ≥ 5,000 tons	S60/CII/R26(a)(iii) S74/CII-1/R26(a)(iii)
	Cargo ship	S74-1/CII-1/R44 S74-10/CII-1/R44.2.1
0950	Electric equipment in general Main source Passenger ship	S60/CII/R24 S74/CII-1/R24 S74-1/CII-1/R41 S74-2/CII-1/R41.1.3 S74-17/CII-1/R41.5
	Cargo ship	S74-1/CII-1/R41 S74-2/CII-1/R41.1.3 S74-17/CII-1/R41.5
	Precaution against shock, fire, etc.	S60/CII/R27 S74/CII-1/R27 S74-1/CII-1/R45 S74-10/CII-1/R45.3.2, 4.3
0951	Low level lighting in corridors	S74/CII-II/R28.1.10, .11 S74-23/C-II/R13.3.2.5
0955	Pilot ladders Ladder	S60/CV/R17 S74/CV/R17(a) S74-23/CV/R23
	Hoist	S74/CV/R17(b) S74-23/CV/R23.6
0956	Gangway, accommodation ladder	ILO134/A4.3(a)
0960	Means of escape Passenger ship	S60/CII/R68(a) S74-1/CII-2/R28

	Passenger ship > 36	S74-23/CII-2/R13 S74/CII-2/R21 S74-8/CII-2/R28 S74-9a/CII-2/R41-2.4.7 S74-10/CII-2/R28.1.5 S74-17/CII-2/R28.1.11 S74-23/CII-2/R13.3.2.5.2
	Passenger ship ≤ 36	S74/CII-2/R48
	Passenger ship (special category)	S74-23/CII-2/R13.5
	Passenger ship (other – cars)	S74-23/CII-2/R13.5, .6, .7
	Cargo ship	S60/CII/R68(b) S74/CII-2/R53
	Tanker	S74-1/CII-2/R45 S74-23/CII-2/R13 S74/CII-2/R59 and R53
0970	Location of emergency installations Passenger ship	S60/CII/R32 S74/CII-1/R31 S74-1/CII-1/R39
0972	Permanent means of access	S74/CII-1/R3.6
0981	Beams, frames, floors - operational damage Maintenance of condition	S60/CI/R11 S74/CI/R11 S74P78/CI/R11 S74P88/CI/R11 LL66/A15 LL66/ANI/R1 LL66P88/ANI/R1
0982	Beams, frames, floors - corrosion Maintenance of condition	S60/CI/R11 S74/CI/R11 S74P78/CI/R11 S74P88/CI/R11 LL66/A15 LL66/ANI/R1 LL66P88/ANI/R1
0983	Hull – corrosion Maintenance of condition	S60/CI/R11 S74/CI/R11 S74P78/CI/R11 S74P88/CI/R11 LL66/A15 LL66/ANI/R1 LL66P88/ANI/R1
0984	Hull – cracking Maintenance of condition	S60/CI/R11 S74/CI/R11 S74P78/CI/R11 S74P88/CI/R11 LL66/A15 LL66/ANI/R1 LL66P88/ANI/R1
0985	Bulkheads – corrosion Maintenance of condition	S60/CI/R11

		S74/CI/R11 S74P78/CI/R11 S74P88/CI/R11 LL66/A15 LL66/ANI/R1 LL66P88/ANI/R1
0986	Bulkheads - operational damage Maintenance of condition	S60/CI/R11 S74/CI/R11 S74P78/CI/R11 S74P88/CI/R11 LL66/A15 LL66/ANI/R1 LL66P88/ANI/R1
0987	Bulkheads – cracking Maintenance of condition	S60/CI/R11 S74/CI/R11 S74P78/CI/R11 S74P88/CI/R11 LL66/A15 LL66/ANI/R1 LL66P88/ANI/R1
0988	Decks – corrosion Maintenance of condition	S60/CI/R11 S74/CI/R11 S74P78/CI/R11 S74P88/CI/R11 LL66/A15 LL66/ANI/R1 LL66P88/ANI/R1
0989	Decks – cracking Maintenance of condition	S60/CI/R11 S74/CI/R11 S74P78/CI/R11 S74P88/CI/R11 LL66/A15 LL66/ANI/R1 LL66P88/ANI/R1
0990	Enhanced programme of inspection	S74/CXI/R2 Res. A.744(18)
0991	Survey Report File	M73/78,ANI/R13G(3) S74-20/CXI/R2
0992	Thickness Measurement Report	ESG/N7
0999	Other (stability/structure)	
1000	ALARM SIGNALS	S60/CIII/R25.f S74/CIII/R25.h S74-2/CIII/R6.4.2, R50 S74-10/CIII/R50 S74-16/CIII/R6.4.2, .4.3

		LSAC/N7.2 (S74-16)
1011	General emergency alarm	S74/CIII/R26.d S74/CIII/R26.d S74-2/CIII/R6.4.2 S74-2/CIII/R50 S74-10/CIII/R50 S74-16/CIII/R6.4.2, 4.3 LSAC/N7.2.1 (S74-16)
1012	Crew alarm Passenger ship > 36 Passenger ship	S74/CII-2/R32(a)(v) S74-1/CII-2/R40.4 S74-23/CII-2/R7.9.4
1020	Fire alarm General	S60/CIII/R25(f) S74/CIII/R25(h) S74-2/CIII/R6.4 S74-1/CII-1/R47.1
	UMS-alarm (general) Manual Passenger ship	S60/CII/R64(a)(i) S74-1/CII-2/R40.1 S74-2/CII-2/R13.2.1 S74-1/CII-2/R40.1 S74-23/CII-2/R7.7
	Passenger ship > 36 Passenger ship ≤ 36 Cargo ship	S74/CII-2/R32(a)(ii) S74/CII-2/R47(a)(i) S74-2/CII-2/R13.2.1 S74-23/CII-2/R7.7
	Automatic (general) Passenger ship	S60/CII/R64(a)(ii) S74-1/CII-2/R40.2 S74-2/CII-2/R40.2 S74-6/CII-2/R40.2 S74-23/CII-2/R7.6
	Passenger ship > 36 Passenger ship ≤ 36 Detection – alarm (spec.) Passenger ship	S74/CII-2/R32(a)(iii) S74/CII-2/R47(a)(ii)
	Passenger ship > 36 Passenger ship ≤ 36 Cargo ship	S60/CII/R61(c) S74-1/CII-2/R13.1.4 S74-6/CII-2/R13-1.1.6 S74-23/CII-2/R2.4.1 S74/CII-2/R13(a)(i) S74/CII-2/R13(i) S60/CII/R61(c) S74/CII-2/R13(i) S74-1/CII-2/R13.1.4 S74-6/CII-2/R13-1.1.6 S74-23/CII-2/R2.4.1
	Sprinkler alarm	S60/CII/R59(b) S74/CII-2/R12(a)(ii) S74-1/CII-2/R12.1.2
	Fire-extinguishing gas (CO ₂) alarm	FSSC/C8/P2.5.2.1 (S74-23) S60/CII/R58(f) S74/CII-2/R8(g) S74-1/CII-2/R5.1.6 FSSC/C5/P2.1.3.2 (S74-23)
1030	Steering-gear alarm	S74-1/CII-1/R29.8.4

1040	Engineers' alarm	S74-1/CII-1/R38
1050	Inert gas alarm	S74/CII-2/R62(o) S74-1/CII-2/R62.19 S74-6/CII-2/R62.19.1, .2 FSSC/C15/P2.4.3 (S74-23)
1060	Machinery controls alarm Remote control failure Low starting air-pressure	S74-1/CII-1/R31.2.7 S74-1/CII-1/R31.2.9
1070	UMS-alarms Fixed fire alarm HP – oil fuel pipes High – temp. for heated daily service tank Remote auto control (failure) Fault indicating alarm Auto change-over alarm Alarm system for pressure, temperatures, fluid levels and other parameters Alarm console	S74-1/CII-2/R14.2 S74-23/CII-2/R7.4.2 S74-1/CII-2/R15.5.1 S74-23/CII-2/R4.2.5.1 S74-1/CII-2/R15.5.2 S74-23/CII-2/R4.2.5.2 S74-1/CII-1/R49.5 S74-1/CII-1/R51 S74-1/CII-1/R53.4.2 S74-1/CII-1/R53.4.3 S74-1/CII-1/R53.4.4
1080	Boiler-alarm	S74-1/CII-1/R32.2 M
1090	Opening/closing watertight doors alarm	S74-6/CII-1/R15.7.1.6 S74-6/CII-1/R15.7.3.1 S74-6/CII-1/R15.7.8
1099	Other (alarms)	
1100	CARRIAGE OF CARGO AND DANGEROUS GOODS	
1110	Stowage of cargo Deck cargo (general) (safe access)	ILO134/A4.3(a), (d)
1115	Cargo Securing Manual	S74/CVI/R5.6
1120	Grain Loading information Stability Longitudinal divisions and saucers Feeders and trunks Comb. Arrangements	S60/CVI/R15 S74/CVI/R11 S74/CVI/R4 S60/CVI/R4, R5, R6 S74/CVI/R5 S60/CVI/R7 S74/CVI/R7 S60/CVI/R8 S74/CVI/R8
1125	Authorization for grain carriage	S74-8/CVI/R9
1130	Stowage/packaging of dangerous goods General (see also code 1170) Special requirements	ILO134/A4.3(h) S74-1/CII-2/R54 S74-2/CII-2/R54

	Packing	S74-6/CII-2/R54 S74-23/CII-2/R19 S60/CVII/R3 S74/CVII/R3 S74-2/CVII/R3
	Marking/labelling	S60/CVII/R4 S74/CVII/R4 S74-2/CVII/R4
	Stowage requirements	S60/CVII/R7 S74/CVII/R6 S74-2/CVII/R6
	Explosives – Passenger ship	S60/CVII/R8 S74/CVII/R7 S74-2/CVII/R7
1131	Document of Compliance on Dangerous Goods	S60/CVII/R5 S74/CVII/R5 S74-2/CVII/R5
1132	Booklet for bulk cargo loading/unloading/stowage	S74/CVI/R7.3
1140	Other cargo Timber –deck/construction (DB-tanks, bulwarks, etc.) Stowage	LL66/ANI/R43 LL66/ANI/R44 LL66P88/ANI/R44
1150	Loading and unloading equipment Condition Certificates, etc. SWL	ILO134/A4.3(e) ILO134/A4.3(e) ILO134/A4.3(e)
1160	Holds and tanks Fixed ladder Rails/fencing Adequate lighting No open/naked lights Passenger ship Cargo ship Tanker (gastight lighting, pumproom)	ILO134/A4.3(a), (d) ILO134/A4.3(a), (d) ILO134/A4.3(a) S74-1/CII-1/R40 ILO134/A4.3(a) S60/CII/R23 juncto R27 S74/CII-1/R23(a)(ii) juncto R27 S74-1/CII-1/R40 S60/CII/R23 juncto R27 S74/CII-1/R23(a)(ii) juncto R27 S74-1/CII-1/R40 S74-1/CII-2/R58.5 S74-23/CII-2/R4.5.2.5
1170	Dangerous goods codes	S60/CVII/R1(d) S74/CVII/R1(d) S74-2/CVII/R1.4
1190	Lashing material	S74/CVI/5.4
1199	Other (cargo)	
1200	LOAD LINES	
1210	Overloading	LL66/A12

1220	Freeboard marks Deck line Load line mark Lines (LL-mark) Details of marking	LL66/ANI/R4 LL66/ANI/R5 LL66P88/ANI/R5 LL66/ANI/R6 LL66/ANI/R8
1230	Railing, cat walks Condition Protection (crew) Deck cargo (access) Deck cargo (timber)	LL66/A14.1(c) LL66P88/ANA//A14.1(c) LL66/ANI/R25 LL66/ANI/R25.5 LL66/ANI/R44.11 LL66P88/ANI/R44.8
1240	Cargo and other hatchways Condition	LL66/ANI/R14
1250	Covers (hatchway-, portable-, tarpaulins, etc.) Portable + tarpaulins + battening devices Steel or equivalent	LL66/ANI/R15 LL66P88/ANI/R15 LL66/ANI/R16
1260	Windows, side scuttles	LL66/ANI/R23 LL66P88/ANI/R23
1270	Doors (gaskets, closing devices)	LL66/ANI/R12
1275	Ventilators, air pipes, casings Ventilators Air pipes	LL66/ANI/R19 LL66/ANI/R20
1280	Machinery space openings	LL66/ANI/R17
1282	Manholes/flush scuttles	LL66/ANI/R18
1284	Cargo ports and similar openings	LL66/ANI/R21
1286	Scuppers, inlets and discharges	LL66/ANI/R22 LL66P88/ANI/R22
1288	Freeing ports	LL66/ANI/R24 LL66P88/ANI/R24
1290	Lashings (timber)	LL66/ANI/R44.6, .7, .8, .9
1299	Other (load lines)	
1300	MOORING ARRANGEMENTS (ILO 147)	
1310	Ropes, wires	ILO134/A4.3(g)
1320	Anchoring devices	ILO134/A4.3(g)
1330	Winches and capstans	ILO134/A4.3(g)
1340	Adequate lighting	ILO134/A4.3(a) S74-1/CII-1/R40

1399	Other (mooring)	
1400	PROPULSION AND AUXILIARY MACHINERY	
1410	Propulsion main engine	
	General	S74-1/CII-1/R26 S74-17/CII-1/R26.9, .10, .11
	Astern power	S60/CII/R28 S74/CII-1/R28 S74-1/CII-1/R28
	Protection main engine against:	
	Overspeeding	S74-1/CII-1/R27.1
	Excessive pressure	S74-1/CII-1/R27.2
	Lub. oil supply failure	S74-1/CII-1/R27.5
	Max. working stresses	S74-1/CII-1/R27.3
	Explosion	S74-1/CII-1/R27.4, .5
1420	Cleanliness of engine room	ILO134/A4.3(a) S74-1/CII-1/R26.7
1430	Auxiliary engine	
	General	
	Protection	S74-1/CII-1/R26
	Overspeeding	S74-1/CII-1/R27.1
	Excessive pressure	S74-1/CII-1/R27.2
	Lub. Oil supply failure	S74-1/CII-1/R27.5
	Max. working stresses	S74-1/CII-1/R27.3
	Explosion	S74-1/CII-1/R27.5
1435	Gauges, thermometers, etc	S74/CII-1/R26
1440	Bilge pumping arrangements	
	Passenger ship	S60/CII/R18 S74/CII-1/R18 S74-1/CII-1/R21.1,.2 S74-6/CII-1/R21.1.6 S74-6/CII-1/R21.2.9
	Cargo ship	S74-1/CII-1/R21.1,.3 S74-1/CII-1/R21.1.6
1450	UMS-ship	
	General	S74-1/CII-1/R46
	Control of propulsion	S74-1/CII-1/R49 S74-1/CII-1/R46
1460	Guards/fencing around dangerous machinery parts	ILO134/A4.3(c) S74-1/CII-1/R26.1
1470	Insulation wetted through (oil)	
	General	S74-1/CII-2/R15.2.4 juncto CII-1/R26.1 S74-23/CII-2/R4.2.2.3.3, .6.2
	UMS – Ship	S74/CII-2/R33(a)(iv)(2) S74-1/CII-2/R15.5 S74-23/CII-2/R4.2.5
1499	Other (machinery)	
1500	SAFETY OF NAVIGATION	

1510	Type approval equipment	
	Radar	S74/CV/R12(a) S74P78/CV/R12(a) S74-1/CV/R12(r) S74-23/CV/R19.1
	Magnetic compass	S74-1/CV/R12(r) S74-23/CV/R19.1
	Gyro & repeater	S74-1/CV/R12(r) S74-23/CV/R19.1
	Autom. Radar plotting aid	S74-1/CV/R12(r) S74-23/CV/R19.1
	Echo sounder	S74-1/CV/R12(r) S74-23/CV/R19.1
	Log	S74-1/CV/R12(r) S74-23/CV/R19.1
	Revolution counter	S74-1/CV/R12(r) S74-23/CV/R19.1
	Rudder angle indicator	S74-1/CV/R12(r) S74-23/CV/R19.1
	Pitch and operational mode indicator	S74-1/CV/R12(r) S74-23/CV/R19.1
	Rate of turn indicator	S74-1/CV/R12(r) S74-23/CV/R19.1
1512	Operational limitations for passenger ships	S74-15/CV/R23.2 S74-23/CV/R30.2
1514	SAR coordination plan for passenger ships trading on fixed routes	S74-15/CV/R15 c
1530	Radar	
	Compulsory 1X	
	Ships ≥ 500 tons (constructed on/after 1-9-84)	S74-1/CV/R12(g) S74-6/CV/R12(g) S74-23/CV/R19.2.1, .5, .6
	Ships ≥ 1,600 tons	S74/CV/R12(a) S74-1/CV/R12(g) S74-6/CV/R12(g)
	All ships ≥ 300 tons	S74-23/CV/R19.2.3.2
	Ships ≥ 1,600 and < 10,000 tons	S74P78/CV/R12(a)
	Passenger ship < 300 tons	S74-6/CV/R12(g) S74-23/CV/R19.2.3.2
	Passenger ship > 300 tons	S74-23/CV/R19.2.3.2
	Cargo ship ≥ 300 and < 500 tons	S74-6/CV/R12(g)
	Compulsory 2X	
	Ships ≥ 10,000 tons	S74P78/CV/R12(a) S74-1/CV/R12(h) S74-6/CV/R12(h)
	All ships ≥ 3,000 tons	S74-23/CV/R19.2.7.1
	Plotting aid	S74/CV/R12(i) S74-23/CV/R19.2.3.3
	Automatic tracking aid	S74-23/CV/R19.2.7.2 S74-23/CV/R19.2.5.5
1540	Gyro compass	
	Ships ≥ 1,600 tons	S74/CV/R12(c) S74-1/CV/R12(e)
	Ships ≥ 500 tons	S74-1/CV/R12(d) S74-23/CV/R19.2.5.1
	Gyro repeater	
	Ships ≥ 500 tons (constructed on/after 1-9-84)	S74-1/CV/R12(d)(I)

	Ships \geq 1,600 tons	S74-23/CV/R19.2.5.3 S74-1/CV/R12(d)(ii)
1541	Magnetic compass Ships \geq 150 tons Ships \geq 1,600 tons All ships irrespective of size Steering compass Ships $<$ 150 tons Ships \geq 150 tons	S74-1/CV/R12(b) S74/CV/R12(c) S74-23/CV/R19.2.1.1 S74-1/CV/R12(c) S74-1/CV/R12(b)(ii)(2) S74-23/CV/R19.2.2.1
1542	Emergency steering position communications/compass reading	S74-6/CV/R12(f) S74-23/CV/R19.2.1.9
1543	Compass correction log	STCW95/CVIII/34
1544	Automatic radar plotting aid (ARPA)	S74-1/CV/R12(j) S74-23/CV/R19.2.8.1
1546	Direction finder Compulsory	S74-5/CV/R12(p)
1550	Lights, shapes, sound-signals	C72/PC, PD C72-1/PC, PD C72-1/Annex1,R5 C72-1/Annex1,R8
1551	Signaling lamp ($>$ 150 tons)	S60/CV/R11 S74/CV/R11 S74-23/CV/R19.2.2.2
1560	Charts	S74/CV/R20 S74-23/CV/R19.2.1.4, .5,R27
1561	Electronic charts (ECDIS)	S74-23/CV/R19.2.1.4, .5,R27
1565	Automatic Identification System (AIS)	S74-23/CV/R19.2.4
1566	Voyage data recorder (VDR)	S74-23/CV/R20
1567	GNSS receiver	S74-23/CV/R19.2.1.6
1570	Nautical publications	S74/CV/R20 S74-23/CV/R19.2.1.4, R27
1575	Echo-sounding device (\geq 500 tons) (\geq 300 tons and all passenger ships)	S74/CV/R12(d) S74-1/CV/R12(k) S74-23/CV/R19.2.3.1
1580	Speed and distance indicator Ships \geq 500 tons (constructed on/after 1-9-84) (\geq 300 tons and all passenger ships)	S74-1/CV/R12(l) S74-23/CV/R19.2.3.4
1581	Rudder angle indicator Ships \geq 1,600 tons Ships \geq 500 tons (constructed on/after 1-9-84)	S74-1/CV/R12(m) S74-1/CV/R12(m) S74-23/CV/R19.2.5.4

1582	Revolution counter Ships ≥ 1,600 tons Ships ≥ 500 tons (constructed on/after 1-9-84)	S74-1/CV/R12(m) S74-1/CV/R12(m) S74-23/CV/R19.2.5.4
1583	Variable pitch indicator Ships ≥ 1,600 tons Ships ≥ 500 tons (constructed on/after 1-9-84)	S74-1/CV/R12(m) S74-1/CV/R12(m) S74-23/CV/R19.2.5.4
1585	Rate-of-turn indicator Ships ≥ 100,000 tons (constructed on/after 1-9-84) Ships ≥ 50,000 tons	S74-1/CV/R12(n) S74-23/CV/R19.2.9.1
1590	International code of signals	S74/CV/R21 S74-5/CV/R21
1591	Life-saving signals	S74-1/CV/R16(d) S74-23/CV/R29
1592	Use of the automatic pilot	S74-1/CV/R19(d) S74-23/CV/R24.4
1593	Record of testing and drill of steering gear	S74/CV/R26
1594	Voyage or passage plan	S74/CV/R34
1595	Navigation bridge visibility	S74-11/CV/R8 S74-23/CV/R22
1596	Navigation records	S74-23/CV/R28
1597	Distress messages: obligations and procedures	S74-15/CV/R10(a), (b) S74-23/CV/R33
1599	Other (navigation)	
1600	RADIOCOMMUNICATIONS	
1611	Functional requirements	S74-5/CIV/R4
1620	Main installation Radio installations Passenger ships	S74-5/CIV/R6.1, 2, 3 S74-15/CIV/R6.4, 5, 6 S74-15/CIV/R7.5
1621	MF radio installation Requirement Installation Equipment Sea area A1 Sea area A2 Sea area A3 Sea area A4	S74-5/CIV/R4 S74-5/CIV/R6 S74-5/CIV/R8.1.3 S74-5/CIV/R9.1.1, .3.1 S74-5/CIV/R10.1.2 S74-5/CIV/R11.1
1623	MF/HF radio installation Requirement Installation Equipment Sea area A3 Sea area A4	S74-5/CIV/R4 S74-5/CIV/R6 S74-5/CIV/R10.2.1 S74-5/CIV/R11.1

1625	INMARSAT ship earth station Requirement Installation Equipment Sea area A1 Sea area A2 Sea area A3 Sea area A4	S74-5/CIV/R4 S74-5/CIV/R6 S74-5/CIV/R8.1.5.1 S74-5/CIV/R9.3.2 S74-5/CIV/R10.1.1 S74-5/CIV/R10.2.3.2.1 S74-5/CIV/R11.1
1635	Maintenance/duplication of equipment General Sea area A1 and A2 Sea area A3 and A4	S74-5/CIV/R1, R2, R3, R4, R5, R8, R15 S74-5/CIV/R6 S74-5/CIV/R7 Juncto Resolution A.702(17)
1645	Performance standards for radio equipment	S74-5/CIV/R14
1651	VHF radio installation Requirement Installation Equipment General Sea area A1 Sea area A2 Sea area A3 Sea area A4	S74-5/CIV/R4 S74-5/CIV/R6 S74-5/CIV/R7.1.1, .2 S74-5/CIV/R8.1.1 S74-5/CIV/R8.2 S74-5/CIV/R9.4 S74-5/CIV/R10.4 S74-5/CIV/R11.2
1655	Facilities for reception of marine safety information Requirement Installation Equipment General Sea area A2 Sea area A3 Sea area A4	S74-5/CIV/R4.1.7 S74-5/CIV/R6 S74-5/CIV/R7.1.4, .5 S74-5/CIV/R7.4 S74-5/CIV/R9.1.1 S74-5/CIV/R10.1.1, .2 S74-5/CIV/R10.2.1, .2 S74-5/CIV/R11.1
1671	Satellite EPIRB 406 MHz/1.6 GHz Requirement Installation Equipment General Sea area A1 Sea area A2 Sea area A3 Sea area A4	S74-5/CIV/R4.1 S74-5/CIV/R6 S74-5/CIV/R7.1.6 S74-5/CIV/R8.1.2, .5.2 S74-5/CIV/R8.3 S74-5/CIV/R9.1.3.1, .3.3.2 S74-5/CIV/R10.1.4.1, .4.3 S74-5/CIV/R10.2.3.1, .3.2.2 S74-5/CIV/R11.1
1673	VHF EPIRB Requirement Installation Equipment –Sea area A1	S74-5/CIV/R4.1 S74-5/CIV/R6 S74-5/CIV/R8.1.1 S74-5/CIV/R8.3
1675	Radar transponder	

	Installation Equipment – General	S74-5/CIV/R6 S74-5/CIV/R7.1.3
1677	Reserve source of energy Installation Sources	S74-5/CIV/R6 S74-5/CIV/R13
1680	Radio log (diary)	S74-5/CIV/R17S74-6/CIV/R17
1685	Operation/maintenance	S74-5/CIV/R15
1686	Homing device	S74-5/CV/R12(g)
1699	Other (radio)	
1700	MARPOL - ANNEX I	
1705	Shipboard oil pollution emergency plan (SOPEP) Oil tanker ≥ 150 tons + ship ≥ 400 tons	M73/78/ANI/R26
1710	Oil record book Part I Oil tanker ≥ 150 tons + ship ≥ 400 tons Part II Oil tanker ≥ 150 tons	M73/78/ANI/R20 M73/78/ANI/R20
1720	Control of discharge of oil Outside special areas Machinery spaces (ship ≥ 400 tons) Cargo/ballast Inside special areas Machinery spaces (all ships) Cargo/ballast (oil tanker)	M73/78/ANI/R.9.1(b) M73/78/ANI/R.9.1(a) M73/78/ANI/R10.2, .3 M73/78/ANI/R10.2, .3
1721	Retention of oil on board Tanker for oil residue (sludge) ship ≥ 400 tons Cargo / sloptank (oil tanker ≥ 150 tons)	M73/78/ANI/R17 M73/78/ANI/R15
1725	Segregation of oil and water ballast No water ballast in fuel tank (New oil tanker ≥ 150 tons and new other ship ≥ 4000 tons) No water ballast in cargo tank (All SBT and CBT tankers) No water ballast in cargo tank Not crude oil washed	M73/78/ANI/R14.1 M73/78/ANI/R13.3 M73/78/ANI/R13B.4
1730	Oil filtering equipment Machinery spaces (ALL ships ≥ 400 tons and < 10000 tons) Machinery spaces (All ships ≥ 10000 tons)	M73/78/ANI/R16.1, .4 M73/78/ANI/R16.2, .5
1735	Pumping, piping and discharge arrangements of oil tankers Discharge manifold to shore Discharge to sea (all tankers) Stop sea discharge (new tanker) Small diameter discharge line	M73/78/ANI/R18.1 M73/78/ANI/R18.2 M73/78/ANI/R18.3 M73/78/ANI/R18.4(b)

	(New and existing CBT or COW)	M73/78/ANI/R18.5
1740	Oil discharge monitoring and control system Machinery spaces (All ships ≥ 10,000 tons) (All ships ≥ 400 tons and < 10,000 tons) (Fuel/ Ballast) Cargo spaces (Oil tankers ≥ 150 tons)	M73/78/ANI/R16.2., .5 M73/78/ANI/R16.1, .2, .5 M73/78/ANI/R15.3(a)
1745	15 PPM alarm arrangements Machinery spaces (All ships ≥ 1000 tons) Machinery spaces (All ships ≥ 400 tons and < 10000 tons) (Fuel /Ballast)	M73/78/ANI/R16.2, .5 M73/78/ANI/R16.1, .2, .5
1750	Oil/water interface detector (oil tanker ≥ 150 tons)	M73/78/ANI/R15.3(b)
1760	Standard discharge connection	M73/78/ANI/R19
1770	SBT, CBT, COW Segregated ballast tanks New crude oil tanker ≥ 20,000 DWT New product carrier ≥ 30,000 DWT Existing crude oil tanker ≥ 40,000 DWT Clean ballast tanks Existing oil tanker ≥ 40,000 DWT (Restricted time for crude tanker) CBT Manual Crude oil washing New crude oil tanker ≥ 20,000 DWT Existing crude oil tanker ≥ 40,000 DWT Special ballast arrangements (Existing oil tanker ≥ 40,000 DWT) Special trades (Existing oil tanker ≥ 40,000 DWT)	M73/78/ANI/R13.1 M73/78/ANI/R13.1 M73/78/ANI/R13.7 M73/78/ANI/R13.9 and R13.10 and R13A M73/78/ANI/R13A.4 M73/78/ANI/R13.6 and R13B M73/78/ANI/R13.8 and R13B M73/78/ANI/R13D M73/78/ANI/R13C
1771	COW Operations and Equipment Manual	M73/78/ANI/R13B.5
1772	Double hull construction	M73/78/ANI/R13G(4)
1773	Hydrostatically balanced loading	M73/78/ANI/R13G(7)
1775	Condition Assessment Scheme	M73/78-22/ANI/R13G
1780	Pollution report	M73/78/ANI/R9.3 and R10.6
1790	Ship type designation No product oil in crude oil tanker No Annex I product (oil) in chemical tanker unless designated as oil tanker No crude oil in product carrier No Annex I products (oil) ³ 200cbm in non-tankers unless comply with Reg. 2.2	M73/78/ANI/R1.29 M73/78/ANI/R1.4 M73/78/ANI/R1.30 M73/78/ANI/R2.2
1795	Suspected discharge violation	M73/78/ANI/A4
1799	Other (MARPOL/Annex I)	

1800 OIL, CHEMICAL TANKERS AND GAS CARRIERS**1810 Cargo area segregation**

From machinery spaces

Oil

S74/CII-2/R56(a)
 S74-1/CII-2/R56.1
 S74-2/CII-2/R56.1
 S74-6/CII-2/R56.1
 S74-23/CII-2/R4.5.1.1
 BCC-10/CII/N2.6.1
 IBCC/C3/N3.1.1
 GCC-4/CIII/N3.1.1
 IGCC/C3/N3.1.1
 GEX-3/CIII/N3.1.1

Chemical

Chemical

Gas

Gas

Gas (existing)

From accommodation, service and control station spaces

Oil

S74/CII-2/R56(b)
 S74-1/CII-2/R56.2
 S74-2/CII-2/R56.2
 S74-6/CII-2/R56.2
 S74-23/CII-2/R4.5.1.2
 BCC-10/CII/N2.6.1
 BCC-10/CII/N2.7.1
 IBCC/C3/N3.1.1
 IBCC/C3/N3.2.1
 GCC-4/CIII/N3.1.1
 GCC-4/CIII/N3.2.1
 IGCC/C3/N3.1.1
 IGCC/C3/N3.2.1
 GEX-3/CIII/N3.1.1

Chemical

Chemical

Gas

Gas

Gas (existing)

1815 Air intakes/openings to accommodation-, machinery- and control station spaces

Oil

S74/CII-2/R56(f)
 S74-1/CII-2/R56.6.1, .2, .3
 S74-2/CII-2/R56.8.1, .2, .3
 S74-6/CII-2/R56.8.1, .2, .3
 S74-23/CII-2/R4.5.2
 BCC-10/CII/N2.7.2, .3
 IBCC/C3/N3.2.1, .3
 GCC-4/CIII/N3.2
 IGCC/C3/N3.2
 GEX-3/CIII/N3.2

Chemical

Chemical

Gas

Gas

Gas (existing)

1816 Wheelhouse door, -window

Oil

S74/CII-2/R56(f)(ii)
 S74-1/CII-2/R56.2
 S74-2/CII-2/R56.8.2
 S74-6/CII-2/R56.8.2
 S74-23/CII-2/R4.5.2.2
 BCC-10/CII/N2.7.3
 IBCC/C3/N3.2.3
 GCC-4/CIII/N3.2.4
 IGCC/C3/N3.2.4
 GEX-3/CIII/N3.2.2c

Chemical

Chemical

Gas

Gas

Gas (existing)

1820 Cargo pump room/handling spaces

Ventilation system and air changes

Oil

S74/CII-2/R58(c)

	Chemical	S74-1/CII-2/R59.3.1
	Chemical	BCC-10/CII/N3.1
	Chemical (special requirements)	IBCC/C12/N12.1, .2
	Chemical (special requirements)	BCC-10/CIV/N4.13
	Gas	IBCC/C15/N15.17, .18
	Gas (existing)	GCC-4/CXII/N12.1
	Gas (existing)	GEX-3/CXII/N12.1
1825	Spaces in cargo areas	
	Ventilation	
	Oil	S74/CII-2/R58(a)
		S74-1/CII-2/R59.1, .2
		S74-6/CII-2/R59.2
	Chemical	BCC-10/CIII/N3.1
	Chemical	IBCC/C12/N12.1, .2
	Gas	GCC-4/CXII/N12.1
	Gas	IGCC/C12/N12.1
	Gas (existing)	GEX-3/CXII/N12.1
	Access	
	Oil	ILO134/A4.3(a), (d)
	Chemical	BCC-10/CII/N2.9
	Chemical	IBCC/C3/N3.4
	Gas	GCC-4/CIII/N3.5
	Gas	IGCC/C3/N3.5
	Gas (existing)	GEX-3/CIII/N3.5
	Electrical requirements	
	Oil	S74-1/CII-1/R45.10
	Chemical	BCC-10/CIII/N3.3, .4, .5, .6, .7
	Chemical	IBCC/C10/N10.2,
	Chemical (special requirements)	BCC-10/CVI/Column i
	Chemical (special requirements)	IBCC/C17/Column i, i'', i'''
	Gas	GCC-4/CX/N10
	Gas	IGCC/C10/N10
	Gas (existing)	GEX-3/CX/N10
1830	Cargo transfer	
	Cargo hoses	
	Oil	ILO134/A4.3(e)
	Chemical	BCC-10/CII/N2.12
	Chemical	IBCC/C5/N5.7
	Gas	GCC-4/CV/N5.4
	Gas	IGCC/C5/N5.7
	Gas (existing)	GEX-3/CV/N5.4
	Control/method	
	Oil	ILO134/A4.3(e)
	Chemical	BCC-10/CII/N2.11
	Chemical	IBCC/C5/N5.6
	Gas	GCC-4/CV/N5.5
	Gas	IGCC/C5/N5.8
	Gas (existing)	GEX-3/CV/N5.5
	Piping	
	Oil	ILO134/A4.3(e)
	Chemical	BCC-10/CII/N2.10
	Chemical	IBCC/C5/N5.5
	Gas	GCC-4/CV/N5.2
	Gas	IGCC/C5/N5.2
	Gas (existing)	GEX-3/CV/N5.2
1835	Cargo vent system	
	Oil	S74/CII-2/R58(a)
		S74-1/CII-2/R59.1, .2

	Chemical	S74-6/CII-2/R59.2
	Chemical	BCC-10/CII/N2.13, .14
	Gas	IBCC/C8/N8.1, .2, .3
	Gas	GCC-4/CVIII/N8
	Gas (existing)	IGCC/C8/N8
		GEX-3/CVIII/N8
1836	Temperature control	
	Chemical	BCC-10/CII/N2.15
	Chemical (special requirements)	BCC-10/CIV/N4.18
	Chemical	IBCC/C7/N7.1
	Chemical (special requirements)	IBCC/C15/N15.13
	Gas	GCC-4/CVII/N7
	Gas	IGCC/C7/N7
	Gas (existing)	GEX-3/CVII/N7
1840	Instrumentation	
	Level indicator/alarm	
	Chemical (gauging)	BCC-10/CIII/N3.9
	Chemical (high level) (special requirement)	BCC-10/CIV/N4.14.1
	Chemical (special requirement)	BCC-10/CVI/Column h
	Chemical (gauging)	IBCC/C13/N13.1
	Chemical (high level) (special requirement)	IBCC/C15/N15.19.6
	Chemical (special requirement)	IBCC/C17/Column h
	Gas (level indicator)	GCC-4/CXIII/N13.2
	Gas (high liquid level alarm)	GCC-4/CXIII/N13.3
	Gas (level indicator)	IGCC/C13/N13.2
	Gas (high liquid level alarm)	IGCC/C13/N13.3
	Gas (existing)(level indicator)	GEX-3/CXIII/N13.2
	Gas (existing)(high liquid alarm)	GEX-3/CXIII/N13.3
	Temperature indicator	
	Chemical	BCC-10/CII/N2.15.5
	Chemical	IBCC/C7/N7.1.5
	Gas	GCC-4/CXIII/N13.5
	Gas	IGCC/C13/N13.5
	Gas (existing)	GEX-3/CXIII/N13.5
	Pressure gauges	
	Chemical (special requirement)	BCC-10/CIV/N4.11.3
	Chemical (special requirement)	IBCC/C15/N15.14.5
	Gas	GCC-4/CXIII/N13.4
	Gas	IGCC/C13/N13.4
	Gas (existing)	GEX-3/CXIII/N13.4
	Gas/vapour detection	
	Chemical	BCC-10/CIII/N3.11
	Chemical	IBCC/C13/N13.2
	Gas	GCC-4/CXIII/N13.6
	Gas	IGCC/C13/N13.6
	Gas (existing)	GEX-3/CXIII/N13.6
	Oxygen meter	
	Oil	S74/CII-2/R62(m)
		S74-1/CII-2/R62.17
	Chemical	BCC-10/CII/N2.19.3d
	Chemical	IBCC/C9/N9.1.3.4
	Gas	GCC-4/CXIII/N13.6.14
	Gas	IGCC/C13/N13.6.14
	Gas (existing)	GEX-3/CXIII/N13.6.13
1850	Fire protection cargo deck area	
	Oil (foam)	S74/CII-2/R60, R61
		S74P78/CII-2/R60

	Chemical	S74-1/CII-2/R60, R61
	Chemical	BCC-10/CIII/N3.14
	Gas (water spray)	IBCC/C11/N11.3
	Gas (dry powder)	GCC-4/CXI/N11.3
	Gas (water spray)	GCC-4/CXI/N11.4
	Gas (dry powder)	IGCC/C11/N11.3
	Gas (existing)(water spray)	IGCC/C11/N11.4
	Gas (existing)(dry powder)	GEX-3/CXI/N11.3
		GEX-3/CXI/N11.4
1860	Personal protection	
	Protective equipment	
	Chemical	BCC-10/CIII/N3.16.1, .2
	Chemical	IBCC/C14/N14.1.1, .2
	Gas	GCC-4/CXIV/N14.1, .2
	Gas	IGCC/C14/N14.1
	Gas (existing)	GEX-3/CXIV/N14.1, .2
	Safety equipment	
	Chemical	BCC-10/CIII/N3.16.4, .5
	Chemical	IBCC/C14/N14.2.1, .2, .5
	Gas	GCC-4/CXIV/N14.3, .4
	Gas	IGCC/C14/N14.2.1, .2
	Gas (existing)	GEX-3/CXIV/N14.3, .4
	Safety equipment (additional)	
	Gas (special requirement)	GCC-4/CXVII/N17.2.3
	Gas (existing) (special requirement)	GEX-3/CXVII/N17.2.3
	Fireman's outfit (additional)	
	Oil/chemical/gas	S74/CII-2/R52(j)(I)
		S74-1/CII-2/R17.1, .2
	Gas	GCC-4/CXI/N11.6
	Gas	IGCC/C11/N11.6
	Gas (existing)	GEX-3/CXI/N11.6
	Air supplies	
	Chemical	BCC-10/CIII/N3.16.6
	Chemical	IBCC/C14/N14.2.3
	Gas	GCC-4/CXIV/N14.5
	Gas	IGCC/C14/N14.2.3
	Gas (existing)	GEX-3/CXIV/N14.5
	Stretcher	
	Chemical	BCC-10/CIII/N3.16.9
	Chemical	IBCC/C14/N14.2.7
	Gas	GCC-4/CXIV/N14.8
	Gas	IGCC/C14/N14.3.1
	Gas (existing)	GEX-3/CXIV/N14.8
	Medical first aid, oxygen, resuscitation, antidotes	
	Chemical	BCC-10/CIII/N3.16.11
	Chemical	IBCC/C14/N14.2.9
	Gas	GCC-4/CXIV/N14.9
	Gas	IGCC/C14/N14.3.2
	Gas (existing)	GEX-3/CXIV/N14.9
	Decontamination shower, eyewash	
	Chemical	BCC-10/CIII/N3.16.12
	Chemical	IBCC/C14/N14.2.10
	Gas (special requirement)	GCC-4/CXVII/N17.2.2
	Gas	IGCC/C14/N14.4.3
	Gas (existing)	GEX-3/CXVII/N17.2.2
	Respiratory protection	
	Chemical	BCC-10/CIII/N3.16.10
	Chemical	IBCC/C14/N14.2.8
	Gas (special requirement)	GCC-4/CXVII/N17.2.1
	Gas	IGCC/C14/N14.4.2

	Gas (existing)(special requirement)	GEX-3/CXVII/N17.2.1
1870	Special requirements Chemical Chemical Gas Gas Gas (existing)	BCC-10/CIV IBCC/C15 GCC-4/CXVII IGCC/C17 GEX-3/CXVII
1880	Cargo information Chemical Chemical Gas Gas Gas (existing)	BCC-10/CV/N5.2 IBCC/C16/N16.2 GCC-4/CXVIII/N18.1, .2, .5 IGCC/C18/N18.1, .2, .5 GEX-3/CXVIII/N18.1, .2, .5
1885	Tank entry Oil Chemical Chemical Gas Gas Gas (existing)	ILO134/A.3(a) BCC-10/CV/N5.4 IBCC/C16/N16.4.2, .3 GCC-4/CXVIII/N18.4 IGCC/C18/N18.4.1, .2 GEX-3/CXVIII/N18.4
1886	Emergency towing arrangements	S74-17/CV/R15-1 (moved to CII-1/R3-4)
1887	Safe access to tanker bows	S74-17/CV/R15-1 (moved to CII-1/R3-3)
1899	Other (tankers)	
1900	MARPOL - ANNEX II	
1910	Cargo record book	M73/78/ANII/R9
1911	P & A Manual	M73/78/ANIIST/C2
1920	Efficient stripping New ships (on or after 1-7-86) Existing ships	M73/78/ANII/R5A M73/78/ANIIST/C5.2, C6.2 M73/78/ANIIST/C10.2, C11.2
1925	Residue discharge systems New ships (on or after 1-7-86) Existing ships	M73/78/ANIIST/C3 M73/78/ANIIST/C8
1930	Tank-washing equipment	M73/78/ANIIST/APPB
1940	Prohibited discharge of NLS slops New ships (on or after 1-7-86) Existing ships	M73/78/ANII/R5 M73/78/ANII/R8.9 M73/78/ANIIST/C5.5, C6.5 M73/78/ANIIST/C10.5, C11.5
1960	Cargo heating systems - cat. B substances New ships (on or after 1-7-86) Existing ships	M73/78/ANIIST/C3.2 M73/78/ANIIST/C8.2
1970	Ventilation procedures/equipment	M73/78/ANIIST/APPC
1980	Pollution report	Res. A.787(19)
1990	Ship type designation	M73/78/ANII/R13

1992	Shipboard marine pollution emergency plan for noxious liquid substances	M73/78ANII/R16
1999	Other (MARPOL/Annex II)	
2000	SOLAS RELATED OPERATIONAL DEFICIENCIES	
2010	Muster list	Res. A.787(19)/C3.5.4-8 S74-1/CIII/R37
2015	Communication	Res. A.787(19)/C3.5.9-11
2020	Fire drills	Res. A.787(19)/C3.5.13-17
2025	Abandon ship drills	Res. A.787(19)/C3.5.18-24
2030	Damage control plan	Res. A.787(19)/C3.5.25-29
2035	Fire control plan	Res. A.787(19)/C3.5.30-33
2040	Bridge operation	Res. A.787(19)/C3.5. 34-37
2041	Operation of GMDSS equipment	S74/CIV/R16
2042	HSC operation	S74/CX/R3
2043	Monitoring of voyage or passage plan	S74/CV/R34
2045	Cargo operation	Res. A.787(19)/C3.5.38-45
2050	Operation of machinery	Res. A.787(19)/C3.5.46-50
2055	Manuals, instructions, etc.	Res. A.787(19)/C3.5.51-52
2056	Establishment of working language on board	S74/CV/R13(c)
2060	Dangerous goods or harmful substances in packaged form	Res. A.787(19)/C3.5.62-65
2070	Operation of Fire Protection Systems	S74/CII-2/R14
2071	Maintenance of Fire Protection Systems	S74/CII-2/R14
2080	Operation of Life Saving Appliances	S74/CIII/R20
2081	Maintenance of Life Saving Appliances	S74/CIII/R20
2090	Evaluation of Crew Performance	S74/CII-2/R15.2.2.3
2099	Other (SOLAS/operational)	
2100	MARPOL RELATED OPERATIONAL DEFICIENCIES	
2110	Oil and oily mixtures from machinery spaces	Res. A.787(19)/C3.5.53-56
2115	Loading, unloading and cleaning procedures for cargo spaces of tankers	Res. A.787(19)/C3.5.57-61
2120	Garbage	Res. A.787(19)/C3.5.66-69

2130	Shipboard marine pollution emergency operation	M73/78/CIV/R26
2199	Other (MARPOL/operational)	
2200	MARPOL - ANNEX III	
2210	Packaging	M73/78/ANIII/R2
2220	Marking and labeling	M73/78/ANIII/R3
2230	Documentation	M73/78/ANIII/R4
2240	Stowage	M73/78/ANIII/R5
2299	Other (MARPOL/Annex III)	
2300	MARPOL – ANNEX V	
2310	Placards	M73/78-37/ANV/R9.1
2320	Garbage management plan	M73/78-37/ANV/R9.2
2330	Garbage record book	M73/78-37/ANV/R9.3, 4, 5
2399	Other (MARPOL/Annex V)	
2500	ISM RELATED DEFICIENCIES	
2510	Safety and environmental policy	ISM/S2
2515	Company responsibility and authority	ISM/S3
2520	Designated person(s)	ISM/S4
2525	Masters responsibility and authority	ISM/S5
2530	Resources and personnel	ISM/S6
2535	Development of plans for shipboard operations	ISM/S7
2540	Emergency preparedness	ISM/S8
2545	Reports and analysis of non-conformities, accidents and hazardous occurrences	ISM/S9
2550	Maintenance of the ship and equipment	ISM/S10
2555	Documentation	ISM/S11
2560	Company verification, review and evaluation	ISM/S12
2565	Certification, verification and control	ISM/S13
2599	Other (ISM)	
2600	BULK CARRIERS – ADDITIONAL SAFETY MEASURES	
2610	Bulkhead strength	S74-33/CXII/R7

2620	Endorsement of cargo booklet	S74-24/CVI/R7.2 S74-33/CXII/R8
2630	Triangle mark	S74-33/CXII/R8.3
2640	Cargo density declaration	S74-33/CXII/R10
2650	Loading instrument	S74-33/CXII/R11
2660	Water level indicator	S74/CXII/R12
2699	Other (bulk carriers)	
2700	ADDITIONAL MEASURES TO ENHANCE MARITIME SECURITY	
2705	Ship security defects	ISPS
2715	Ship security alert system	S74/CXI-2/R6 ISPS/PA/ 9.4.17&18
2720	Ship security plan	ISPS/PA/ 9 ISPS/PB/ 9
2725	Ship security officer	ISPS/PA/ 9.4.13 ISPS/PA/ 12 ISPS/PB/ 12
2730	Access control to ship	ISPS/PA/ 9.4.3 ISPS/PB/ 9.9
2735	Security drills	ISPS/PA/ 9.4.9 ISPS/PA/13 ISPS/PB/13
2799	Other (Maritime security)	
2800	ADDITIONAL MEASURES TO ENHANCE MARITIME SAFETY	
2815	Marking of IMO number	S74/CXI-1/R3
2820	Continuous synopsis record	S74/CXI-1/R5
2899	Other (Additional maritime safety)	
2900	MARPOL ANNEX IV	
2910	Sewage treatment plan	M73/78/ANIV/R9.1
2920	Sewage comminuting system	M73/78/ANIV/R9.2
2930	Sewage discharge connection	M73/78/ANIV/R10
2999	Other (MARPOL/Annex IV)	
9900	ALL OTHER DEFICIENCIES	
9901	Deficiencies clearly hazardous to safety, health or environment, specified in clear text	
9902	Deficiencies not clearly hazardous to safety, health or environment, specified in clear text	

Annex XIV**Flag Codes**

<u>Code</u>	<u>Flag Name</u>	<u>Code</u>	<u>Flag Name</u>
003	Afghanistan	140	Costa Rica
005	Albania	325	Cote d'Ivoire
010	Algeria	144	Croatia
015	Angola	145	Cuba
020	Anguilla, UK	150	Cyprus
028	Antigua and Barbuda	155	Czech Republic
030	Argentina	165	Denmark
031	Armenia	166	Djibouti
033	Aruba (Netherlands)	168	Dominica
035	Australia	170	Dominican Republic
040	Austria	175	Ecuador
043	Azerbaijan	180	Egypt
045	Bahamas	183	El Salvador
050	Bahrain	190	Equatorial Guinea
055	Bangladesh	186	Eritrea
060	Barbados	184	Estonia
064	Belarus	185	Ethiopia
065	Belgium	198	Falkland Islands, UK
067	Belize	195	Faroe Islands (Denmark)
070	Benin	200	Fiji
075	Bermuda, UK	205	Finland
080	Bolivia	210	France
082	Bosnia Herzegovina	215	Gabon
085	Brazil	220	Gambia
088	Brunei Darussalam	224	Georgia
090	Bulgaria	230	Germany
160	Cambodia	235	Ghana
100	Cameroon	240	Gibraltar (UK)
105	Canada	245	Greece
110	Cape Verde	250	Grenada
115	Cayman Islands, UK	255	Guatemala
118	Channel Islands, UK	267	Guinea
120	Chile	269	Guinea-Bissau
125	China	260	Guyana
130	Colombia	271	Haiti
135	Comoros	270	Honduras
725	Congo, Democratic Rep. of	275	Hong Kong, China
137	Cook Islands	280	Hungary

<u>Code</u>	<u>Flag Name</u>	<u>Code</u>	<u>Flag Name</u>
285	Iceland	435	Mozambique
290	India	095	Myanmar
295	Indonesia	439	Namibia
300	Iran	440	Nauru
305	Iraq	445	Netherlands
310	Ireland	025	Netherlands Antilles
403	Isle of Man (UK)	450	New Zealand
315	Israel	455	Nicaragua
320	Italy	460	Niger
330	Jamaica	465	Nigeria
335	Japan	470	Norway
340	Jordan	475	Oman
344	Kazakhstan	480	Pakistan
345	Kenya	482	Palau
350	Kiribati	485	Panama
355	Korea, Democratic People's Republic	490	Papua New Guinea
360	Korea, Republic of	495	Paraguay
365	Kuwait	500	Peru
366	Kyrgyzstan	505	Philippines
368	Lao People's Democratic Republic	510	Poland
367	Latvia	520	Portugal
370	Lebanon	525	Qatar
375	Liberia	530	Romania
380	Libyan Arab Jamahiriya	532	Russian Federation
381	Liechtenstein	533	Saint Helena, UK
382	Lithuania	541	Saint Kitts and Nevis, UK
383	Luxemburg	535	Saint Lucia
384	Macao, China	540	Saint Vincent and the Grenadines
385	Madagascar	545	Samoa
390	Malaysia	552	Sao Tome and Principe
395	Maldives	555	Saudi Arabia
397	Mali	560	Senegal
400	Malta	720	Serbia and Montenegro
404	Marshall Islands	565	Seychelles
405	Mauritania	888	ship's registration withdrawn
410	Mauritius	567	Sierra Leone
415	Mexico	570	Singapore
417	Micronesia	572	Slovakia
419	Moldova	573	Slovenia
420	Monaco	575	Solomon Islands
422	Mongolia	580	Somalia
425	Montserrat (UK)	585	South Africa
430	Morocco	590	Spain

<u>Code</u>	<u>Flag Name</u>
595	Sri Lanka
600	Sudan
605	Suriname
610	Sweden
615	Switzerland
620	Syrian Arab Republic
625	Taiwan, China
626	Tajikistan
630	Tanzania
635	Thailand
640	Togo
642	Tonga
645	Trinidad and Tobago
650	Tunisia
656	Turkey
656	Turkmenistan
660	Turks and Caicos Islands
663	Tuvalu
667	Uganda
664	Ukraine
666	United Arab Emirates
670	United Kingdom
675	United States of America
680	Uruguay
682	Uzbekistan
685	Vanuatu
690	Venezuela
695	Viet Nam
715	Yemen

ANNEX XV

IOMOU Port Codes

<u>Flag</u>	<u>Flag code</u>	<u>Port Name</u>	<u>Port Code</u>
Australia	035	Abbot Point	9401
	035	Airlie Island Terminal	9402
	035	Albany	9403
	035	Archer Point	9404
	035	Archer River	9405
	035	Ardrossan	9406
	035	Balla Balla	9407
	035	Ballast Head	9408
	035	Ballina	9409
	035	Barrow Island	9410
	035	Barrow Island Terminal	9411
	035	Barry Beach	9412
	035	Beachport	9413
	035	Beadon	9414
	035	Beauty Point	9415
	035	Bell Bay	9416
	035	Bing Bong	9417
	035	Bowen	9418
	035	Breaksea Island	9419
	035	Brisbane	9420
	035	Broome	9421
	035	Bulli	9422
	035	Bunbury	9423
	035	Bundaberg	9424
	035	Burnie	9425
	035	Busselton	9426
	035	Cairns	9427
	035	Caloundra Head	9428
	035	Cape Borda	9429
	035	Cape Bougainville	9430
	035	Cape Cuvier	9431
	035	Cape Flattery	9432
	035	Cape Jaffa	9433
	035	Cape Jervis	9434
	035	Cape Lambert	9435
	035	Cape Leeuwin	9436
	035	Cape Londonderry	9437
	035	Cape Moreton	9438
	035	Cape Naturaliste	9439

<u>Flag</u>	<u>Flag Code</u>	<u>Port Name</u>	<u>Port Code</u>
Australia	035	Cape Nelson	9440
	035	Cape Northumberland	9441
	035	Cape Otway	9442
	035	Cape Spencer	9443
	035	Cape Van Diemen	9444
	035	Cape Wessel	9445
	035	Cape Willoughby	9446
	035	Cape York	9447
	035	Carnarvon	9448
	035	Cascade Bay, Norfolk Island	9449
	035	Catherine Hill Bay	9450
	035	Ceduna	9451
	035	Challenger Bay	9452
	035	Challis Venture Terminal	9453
	035	Christmas Island	9454
	035	Clarence River	9455
	035	Cocos Islands	9456
	035	Coffs Harbour	9457
	035	Cooktown	9458
	035	Cossack Pioneer Terminal	9459
	035	Dampier	9460
	035	Darwin	9461
	035	Denham	9462
	035	D'Entrecasteaux Point	9463
	035	Derby	9464
	035	Devonport	9465
	035	Dongarra	9466
	035	Eddystone Point	9467
	035	Eden	9468
	035	Edithburgh	9469
	035	Electrona	9470
	035	Elliston	9471
	035	Esperance	9472
	035	Exmouth	9473
	035	Flat Top Island	9474
	035	Flinders Island	9475
	035	Fremantle	9476
	035	Geelong	9477
	035	Geraldton	9478
	035	Gippsland Lakes	9479
	035	Gladstone	9480
	035	Glenelg	9481
	035	Goods Island	9482

<u>Flag</u>	<u>Flag Code</u>	<u>Port Name</u>	<u>Port Code</u>
Australia	035	Gove	9483
	035	Grafton	9484
	035	Grassy	9485
	035	Griffin Venture Terminal	9486
	035	Groote Eylandt	9487
	035	Hay Point	9488
	035	Hayman Island	9489
	035	Hobart	9490
	035	Innisfail	9491
	035	Inspection Head	9492
	035	Jabiru Marine Terminal	9493
	035	Jervis Bay	9494
	035	Karumba	9495
	035	King Island	9496
	035	Kingscote	9497
	035	Kingston	9498
	035	Klein Point	9499
	035	Koolan Island	9500
	035	Kurnell	9501
	035	Kwinana	9502
	035	Launceston	9503
	035	Learmonth	9504
	035	Lipson Cove	9505
	035	Lord Howe Island	9506
	035	Lucinda	9507
	035	Mackay	9508
	035	Macquarie Island	9509
	035	Maryborough	9510
	035	Maud Landing	9511
	035	Melbourne	9512
	035	Milner Bay	9513
	035	Mourilyan	9514
	035	Nassau River	9515
	035	Newcastle	9516
	035	Normanton	9517
	035	North West Cape	9518
	035	Onslow	9519
	035	Other East	9520
	035	Other North	9521
	035	Other South	9522
	035	Other West	9523
	035	Point Cloates	9524
	035	Point Lillias	9525

<u>Flag</u>	<u>Flag Code</u>	<u>Port Name</u>	<u>Port Code</u>
Australia	035	Point Moore	9526
	035	Point Wilson	9527
	035	Port Adelaide	9528
	035	Port Alfred	9529
	035	Port Alma	9530
	035	Port Augusta	9531
	035	Port Bonython	9532
	035	Port Botany	9533
	035	Port Broughton	9534
	035	Port Caroline	9535
	035	Port Elliot	9536
	035	Port Exmouth	9537
	035	Port Fairy	9538
	035	Port Germein	9539
	035	Port Giles	9540
	035	Port Hedland	9541
	035	Port Huon	9542
	035	Port Kembla	9544
	035	Port Latta	9545
	035	Port Lincoln	9546
	035	Port Macquarie	9547
	035	Port Phillip	9548
	035	Port Pirie	9549
	035	Port Rickaby	9550
	035	Port Stanvac	9551
	035	Port Stephens	9552
	035	Port Victoria	9553
	035	Port Vincent	9554
	035	Port Wakefield	9555
	035	Port Walcott	9556
	035	Port Welshpool	9557
	035	Portland	9558
	035	Portsea	9559
	035	Pumice Stone Strait	9560
	035	Queenscliff	9561
	035	Rapid Bay	9562
	035	Risdon	9563
	035	Robe	9564
	035	Rottneest Island	9565
	035	Saladin Marine Terminal	9566
	035	Skua Venture Terminal	9567
	035	South West Rocks	9568
	035	Spring Bay	9569

<u>Flag</u>	<u>Flag Code</u>	<u>Port Name</u>	<u>Port Code</u>
Australia	035	Stanley	9570
	035	Stenhouse Bay	9571
	035	Strahan	9572
	035	Sydney	9543
	035	Talisman Marine Terminal	9573
	035	Thevenard	9574
	035	Thursday Island	9575
	035	Timber Point	9576
	035	Townsville	9577
	035	Tumby Bay	9578
	035	Ulverstone	9579
	035	Urangan	9580
	035	Useless Loop	9581
	035	Varanus Island Terminal	9582
	035	Wallaroo	9583
	035	Wandoo Marine Terminal	9584
	035	Warrnambool	9585
	035	Weipa	9586
	035	Westernport	9587
	035	Whyalla	9588
	035	Williamstown	9589
	035	Wilson's Promontory	9590
	035	Wyndham	9591
	035	Yamba	9592
	035	Yampi Sound	9593
	035	Yarraville	9594
Bangladesh	055	Chittagong	6001
	055	Mongla	6002
	055	Narayanganj	6003
Myanmar	095	Yangon	6011
Djibouti	166	Djibouti	6021
Ethiopia	185	--	--
Eritrea	186	Assab	6031
	186	Massawa	6032
India	290	Alleppey	6041
	290	Bankot	6042
	290	Bedi	6043
	290	Bhavnagar	6044
	290	Bulsar	6045
	290	Calicut (Kozhikode)	6046
	290	Chennai (Madras)	6047
	290	Cochin	6048
	290	Colochel	6049

<u>Flag</u>	<u>Flag Code</u>	<u>Port Name</u>	<u>Port Code</u>
India	290	Coondapur	6050
	290	Cuddalore	6051
	290	Dabhol	6052
	290	Dahej	6053
	290	Dholera	6054
	290	Haldia	6055
	290	Hazira	6056
	290	Honavar	6057
	290	Jafradbud	6058
	290	Jaitapur	6059
	290	Janjira	6060
	290	Kakinada	6061
	290	Kandla	6062
	290	Karwar	6063
	290	Kolkata	6064
	290	Krishnapatam	6065
	290	Magdalla	6066
	290	Malpe	6067
	290	Mandvi	6068
	290	Mangalore	6069
	290	Maroli	6070
	290	Masulipatnam	6071
	290	Mormugao	6072
	290	Mul-Dwaraka	6073
	290	Mumbai	6074
	290	Mundra	6075
	290	Nagapattinam	6076
	290	Navalakhhi	6077
	290	Neendhakara	6078
	290	Nhava Sheva (Jawaharlal Nehru)	6079
	290	Okha	6080
	290	Pamban	6081
	290	Panaji, Goa	6082
	290	Paradip	6083
	290	Pipavav	6084
	290	Porbunder	6085
	290	Port Blair, Andaman Is	6086
	290	Rajpuri	6087
	290	Rameshwaram	6088
	290	Ratnagiri	6089
	290	Revdanda	6090
	290	Sikka	6091

<u>Flag</u>	<u>Flag Code</u>	<u>Port Name</u>	<u>Port Code</u>
India	290	Thiruvanamthapuram	6092
	290	Tuticorin	6093
	290	Umbergaon	6094
	290	Vengurla	6095
	290	Veraval	6096
	290	Vishakhapatnam	6097
	Iran	300	Abadan	6111
300		Bandar Abbas	6112
300		Bandar Amirabad	6113
300		Bandar Anzali	6114
300		Bandar Chahbahar	6115
300		Bandar Khomeini	6116
300		Bandar Lengeh	6117
300		Bandar Neka	6118
300		Bandar Nowshahr	6119
300		Bushire (Bushehr)	6120
300		Khark Island	6121
300		Khorramshahr	6122
300		Kish	6123
300		Sirri Island	6124
Kenya	345	Mombasa	6131
Maldives	395	Male	6141
Mauritius	410	Port Louis	6151
Mozambique	435	Beira	6161
	435	Maputo	6162
Oman	475	Mina al Fahal	6171
	475	Port Sultan Qaboos	6172
	475	Salalah	6173
Seychelles	565	Port Victoria	6181
South Africa	585	Cape Town	6191
	585	Durban	6192
	585	East London	6193
	585	Mossel Bay	6194
	585	Port Elizabeth	6195
	585	Richards Bay	6196
	585	Saldanha Bay	6197
Sri Lanka	595	Colombo	6201
	595	Galle	6202
	595	Trincomalee	6203
Sudan	600	Alkhair	6211
	600	Bashair	6212
	600	Osman Digna	6213
	600	Port Sudan	6214

<u>Flag</u>	<u>Flag Code</u>	<u>Port Name</u>	<u>Port Code</u>
Tanzania	630	Dar es Salaam	6221
	630	Mtwara	6222
	630	Tanga	6223
	630	Zanzibar	6224
Yemen	715	Aden	6231
	715	Hodeidah	6232

**Indian Ocean
Memorandum of Understanding
Guidelines for Establishing a Detention Review Panel**

The purpose of these Guidelines is to provide a standard procedure where an owner or operator exercises their right of appeal in accordance with Section 3.13 of the Memorandum.

When a flag State or their recognised organisation makes an appeal concerning a detention decision made by a member of the Indian Ocean MOU, the Secretary should use the following guidelines.

1. The Secretary should acknowledge receipt of the appeal to the initiating flag State, or their recognised organisation within five working days. In responding, the Secretary should advise that in the first instant that the owner or operator affected by a detention decision or the vessels flag State should use the official national procedures of the port State to appeal against a detention order.
2. If the owner or operator declines to use the official procedures of the port State, but still wishes to have a detention decision reconsidered, then they should send the request to the vessel's flag State, or the recognised organisation authorised to act on behalf of the flag State. The flag State or the recognised organisation may then ask the port State to reconsider its decision to detain the ship.
3. In such cases, the port State should investigate the decision and inform the flag State or the recognised organisation of the outcome. If the port State agrees to reverse its decision, it should also inform the Secretary.
4. In the event that the flag State, or the recognised organisation are dissatisfied with the response from the port State, then they can apply to the IOMOU Secretariat to have a Detention Review Panel review the matter.
5. The Secretary should then set up a 'Detention Review Panel' comprising three Indian Ocean MOU member authorities, chosen on a rotary alphabetical basis, but excluding the port State. Also excluded from the Panel would be the vessels flag State and the ISM issuing country, if they are members of the IOMOU. At this time the Secretary should advise the Chairman of the receipt of the appeal, and which members will comprise the Detention Review Panel.
6. The Secretariat will also inform the port State involved with the detention decision of the request for a review, and will request at that time the port State submit all their relevant documentation relating to the ships detention.
7. The Secretariat will review all the information provided from both the port State, and flag State using the checklist given in Appendix 1. Applicants should use the checklist provided in Appendix 1, (the checklist is available on the IOMOU web site). The Secretariat can request further supporting information, if warranted.
8. Once the Secretariat sets up the Panel, the Secretariat will distribute all the information submitted to the individual Panel members.
9. The Panel will only consider the procedural and technical aspects of the port State control inspection based on the information provided by the flag State, their recognised organisation, and the port State. The Panel members will return their opinions to the Secretariat by e-mail (or fax) within 30 days. And provide reasons for their views using Appendix 2.
10. The Panel should indicate their agreement or disagreement with the detention decision made by the port State.
11. The Secretary will prepare a final summary of the Panel member's opinions, and inform the port State and flag State, or their recognised organisation of their unanimous findings. In the event the opinions of individual Panel members differ, the Secretariat will circulate a preliminary summary to the Panel members so as to reach a unanimous decision. If following a review of the preliminary summary the Panel members have still not reached a unanimous decision; the Secretariat should arrange for the Panel members to communicate with each other in order to reach a unanimous conclusion. All correspondence between the Panel and the port State will remain as an internal matter.
12. If the views of the Panel support the flag State or their recognised organisation's complaint, the Secretariat will request the port State to reconsider their detention decision.
13. The findings of the Review Panel are not binding, but may provide justification for the port State to amend the inspection data entered into IOCIS. If a port State, based on the Panel's findings, agrees to reverse the detention decision and amend the PSC inspection data, the port State should immediately notify the Secretariat.

14. If after reviewing the findings of the Panel the port State considers their detention decision remains warranted. The detention decision will stand. The Panel has no power to overturn the decision of the port State.
15. In providing the final summary, the Secretariat should not indicate which members formed the Detention Review Panel, or what their individual findings were.
16. The Secretariat will inform the flag State, or the recognised organisation presenting the appeal of the resulting action taken by the port State.
17. The Secretariat will prepare a summary of the Detention Review Panels activities for each IOMOU PSC Committee meeting. The Secretariat should also include an anonymous summary of the completed cases and publish them on the internal web site in order to further harmonise inspections.

Appendix 1

**Indian Ocean
Indian Ocean Memorandum of Understanding
Detention Review Panel**

**Panel Review Case**

Between and

(Flag State or Recognised Organisation (RO))

(Port State)

Documents Submitted for Review

		Submitted by:	
		Flag/RO*	Port State
1	Opinions related to the validity of the Detention:		
.1	Request by Flag State/RO, including opinion why detention not justified.		
.2	Statement from port State, including opinion why detention is justified.		
2	Ports State Control – Official Documentation.		
.1	Inspection report forms A & B, signed/unsigned*		
.2	Print-out inspection report from database		
.3	Notification of detention given to the Master		
.4	Notification of detention given to flag State and RO		
.5	Notification of release of ship		
.6	Request for agreement to proceed to a repair yard (if applicable)		
.7	Conditions of release from a detention to proceed to a repair yard (if applicable)		
3	Correspondence Between:		
.1	Ship owner & port State		
.2	Ship owner & flag State		
.3	Ship owner & RO		
.4	Ship owner & IOMOU Secretariat		
.5	Flag State & port State		
.6	Flag State & RO		
.7	Flag State & IOMOU Secretariat		
.8	RO & port State		
.9	RO & IOMOU Secretariat		
.10	Other		
4	Supporting documents/evidence		

Amendment No.004/08

.1	Photographs		
.2	Copies of ships drawings		
.3	Sketches made by crew/PSCO		
.4	Copies of relevant certificates		
.5	Logbook entries, maintenance records		
.6	Purchase orders, including invoices/service order, including reports*		
-			

*Delete what is not applicable

**Indian Ocean
Indian Memorandum of Understanding
Detention Review Panel
Evaluation Form**



Panel Review Case

Between and
(Flag State or Recognised Organisation)(Port State)

1 Ships Particulars:

Name of Ship:		IMO Number	
Call Sign:		Flag:	
Ship Type:		Gross Tonnage:	
Year Keel Laid:		Name & Location of ISM Company	
Recognised Organisations (RO(s)) and Certificate(s) related:			

2. Inspection Particulars:

Place of Inspection:		Reporting Authority:	
Date of Detention:		Date of Release:	
Ground(s) for Detention:			
RO Responsible Deficiency (if any): 			

3 Reason(s) for Requesting a Review

.....

4. View(s) of the port State

.....

5. Outcome of Review, Evaluated by:

Taking into account the Conventions and applicable IMO requirements, IMO Resolution A.787 (19) as amended, and the Indian Ocean Port State Control Manual, was the detention order justified?

- YES** **NO**

Please explain your decision:
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Should the Secretariat request the Port State to reconsider its decision?

- YES** **NO**

Please explain your reason(s)

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CODE OF GOOD PRACTICE

CODE OF GOOD PRACTICE FOR THE PORT STATE CONTROL OFFICERS CONDUCTING INSPECTIONS WITHIN THE FRAMEWORK OF THE INDIAN OCEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL.

Introduction

This document provides guidelines regarding the standards of integrity, professionalism and transparency that the Memorandum of Understanding on Port State Control in the Indian Ocean Region (IOMOU) expects of all Port State Control Officers (PSCOs) who are involved in or associated with port State control inspections.

2 Objective

The IOMOU was put in place in order to create a harmonised system of ship inspection aimed at eliminating the operation of sub-standard foreign flag merchant ships visiting the Indian Ocean region. Annually, over 6500 inspections are conducted on board foreign ships in the IOMOU ports, ensuring that these ships meet international safety, security and environmental standards, and that crewmembers have adequate living and working conditions.

The object of this Code is to assist PSCOs in conducting their inspections to the highest professional level. Port State Control Officers are central to achieving the aims of the IOMOU. They are the daily contact of the IOMOU with the shipping world. They are expected to act within the law, within the rules of their government and in a fair, open, impartial and consistent manner.

3 Fundamental Principles of the Code

The Code of Good Practice encompasses three fundamental principles against which all actions of PSCOs are judged: integrity, professionalism and transparency. These are defined as follows:

- i) Integrity is the state of moral soundness, honesty and freedom from corrupting influences or motives.
- ii) Professionalism is applying accepted professional standards of conduct and technical knowledge. For PSCOs standards of behaviour are established by the competent authority and the general consent of the port State members.
- iii) Transparency implies openness and accountability.

The Annex 1 lists the actions and behaviour expected of PSCOs in applying these principles.

Adhering to professional standards provides greater credibility to PSCOs and places more significance on their findings.

Amendment No.007/09

Nothing in the Code shall absolve the PSCO from complying with the specific requirements of the IOMOU and applicable national laws.

Annex 1

CODE OF GOOD PRACTICE FOR PORT STATE CONTROL OFFICERS

Actions and behaviour of PSCOs

PSCOs should:

1. Use their professional judgment in carrying out their duties.

Respect

2. Remember that a ship is a home as well as a workplace for the ship's personnel and not unduly disturb their rest or privacy.
3. Comply with any ship housekeeping rules such as removing dirty shoes or work clothes.
4. Not be prejudiced by the race, gender, religion or nationality of the crew when making decisions and treat all personnel on board with respect.
5. Respect the authority of the Master or his deputy.
6. Be polite but professional and firm as required.
7. Never become threatening, abrasive or dictatorial or use language that may cause offence.
8. Expect to be treated with courtesy and respect.

Conduct of Inspection

9. Comply with all health and safety requirements of the ship and their administration e.g. wearing of personal protective clothing, and not take any action or cause any action to be taken which could compromise the safety of the PSCO or the ship's crew.
10. Comply with all security requirements of the ship and wait to be escorted around the ship by a responsible person.
11. Present their identity cards to the Master or the representative of the owner at the start of the inspection.

12. Explain the reason for the inspection – however where the inspection is triggered by a report or complaint they must not reveal the identity of the person making the complaint.
13. Apply the procedures of PSC and the convention requirements in a consistent and professional way and interpret them pragmatically when necessary.
14. Not try to mislead the crew, for example by asking them to do things that are contrary to the conventions.
15. Request the crew to demonstrate the functioning of equipment and operational activities, such as drills and not make tests themselves.
16. Seek advice when they are unsure of a requirement or of their findings rather than making an uninformed decision, for example by consulting colleagues, publications, the flag Administration, the recognized organization.
17. Where it is safe to do so accommodate the operational needs of the port and the ship.
18. Explain clearly to the master the findings of the inspection and the corrective action required and ensure that the report of inspection is clearly understood.
19. Issue to the master a legible and comprehensible report of inspection before leaving the ship.

Disagreements

20. Deal with any disagreement over the conduct or findings of the inspection calmly and patiently.
21. Advise the master of the complaints procedure in place if the disagreement cannot be resolved within a reasonable time.
22. Advise the Master of the IOMOU appeal procedure as well as the national right of appeal in the case of detention.

Impartiality

23. Be independent and not have any commercial interest in their ports and the ships they inspect or companies providing services in their ports. For example, the PSCOs should not be employed from time to time by companies which operate ships in their ports or the PSCOs should not have an interest in the repair companies in their ports.
24. Be free to make decisions based on the findings of their inspections and not on any commercial considerations of the port.
25. Always follow the rules of their administrations regarding the acceptance of gifts and favours e.g. meals on board.

- 26. Firmly refuse any attempts of bribery and report any blatant cases to the maritime authority.
- 27. Not misuse their authority for benefit, financial or otherwise.

Updating knowledge

- 28. Update their technical knowledge regularly.

**GUIDELINES CHECKLIST AND REPORTS OF
CONCENTRATED INSPECTION CAMPAIGNS**

GUIDELINES FOR CICTABLE OF CONTENT

	Pg. No.
• CIC On Life Saving Appliance	1--- 5
• CIC on Fire Fighting Appliances	6--- 9
• CIC on Lifeboat and Lifeboat Launching Appliances.	10 --14
• CIC on ISM Code 2007	15 – 24
• CIC on SOLAS Chapter V – Safety of Navigation.	25 -- 36

CIC on Life Saving Appliances
CHECKLIST

Concentrate Inspection campaign on Life Saving Appliances*

Inspection Authority:	Place of Inspection:	Date of inspection:
Name of ship:	IMO no:	Flag of ship:
Age:	Gross Tonnage:	Dead Weight:
Class Society (having done Safety Equipment survey):		

There are limitations on the number of spaces, which can be inspected safely, and the detailed to which some areas within spaces can be examined. As with all port state control inspections only a sample of areas of the ship can be covered. This questionnaire is solely for the purpose of collecting information on the IOMOU's Concentrated Inspection Campaign on L.S.A of convention size vessels. It cannot be constructed as a seaworthiness certificate.

No		Yes	No	N/A ¹
1	Annual /Intermediate inspection carried out			
2	a) Record of equipment for the cargo/passenger ship safety equipment (Form E & P) is available on board b) Ship safety equipment in accordance with the supplement of the safety equipment certificate.			
3	Rescue and lifeboats lanching arrangement is in good condition			
4	Periodical maintenance/inspection is carried out on LSA by ship staff in accordance with to SOLAS requirements.			
5	Drills carried out and records are available.			
6	Last lifeboat lowering and trial is carried out according SOLAS.			
7	Testing of life boat engine			
8	Periodical maintenance of Life raft and availability of the records.			
9	Lifebuoy condition			
10	Valid pyrotechnics available			
11	Validity of SART,EPIRB			
12	Any deficiencies ²			
Remarks:				

1) Not available for inspection

2)if "yes" is ticked please attached PSC form A&B

* The First CIC on LSA was conducted in IOMOU region of vessels (over 500GT with 5 years old and above On international voyage) from 1 April to 30 June 2004

GUIDELINES FOR CONCENTRATED INSPECTION CAMPAIGN ON L.S.A

General

Referring to IOMOU PSC statistics during the recent years, it is found that the majority of deficiencies go to vessels L.S.A. Accordingly, in order to improve and illuminate the condition of L.S.A on board of vessels trading within the IOMOU region the campaign will target all the convention size vessels more than 500 GT and above 5 years of age, particularly those upon high sea voyages. During the campaign all Maritime Authorities shall concentrate to meet the criteria laid down in paragraph 1 in their normal PSC inspections.

Preparation

An inspection in accordance with agreement worked out by IOMOU members under the Agenda 7 “Harmonization and Improvement on Port State Control” of fifth and sixth IOMOU committee meeting in Tehran/Iran and Goa/India should be conducted focusing principally on the vessels L.S.A but not limited to them.

When planning to inspect the vessels, it is suggested to notify ship master, owner or agent, 48 hours prior to the ship ETA, if possible, of the planned inspection.

To avoid any undue delays they may be advised of the focused area which are being inspected by the PSCOs such as life boat davits, condition of limit switches, life boat wires, life raft condition, life rings and other related matters.

The following guidance aims to assist Port State Control Officers (PSCOs) in checking the life saving appliances as well as the other parts of vessels, which are to be checked by PSCOs during the Port State Control inspection.

Documentation

While checking the vessel documentation, PSCOs shall pay particular attention to the Safety Equipment Certificate, Passenger ship safety certificate, High Speed Craft Certificate and the annual or intermediate survey, if applicable, the attached record of equipment, life boats certificates, life raft certificates with special attention to service date and due date, rescue boat certificate with its record checked.

The drill book and deck log book should be checked to find out the drill time and sequences as well the date on which the life boat has been lowered to the water line and it should be ensured that trials undertaken by responsible officers are mentioned therein.

The officers on board should receive the required training on L.S.A and hold relevant certificate of proficiency in survival crafts in accordance with STCW95 convention.

Life Saving Appliances, training manuals, instructions for the maintenance of life saving appliances on board, HSC Technical manual, certificate of life boat fall as well as log book entries of last changing of the falls or end for ending should be available on board.

A survey report file also needs to be available on board.

Inspection

Ideally inspection should be carried out by a PSCOs who has passed survey training courses in accordance with the STCW code having required sea experience as master or deck officer.

Upon the arrival of the vessels, PSCOs should appear on board and inspect the vessel while in port area (at anchor or berthed). PSCO's should decide whether to make a complete examination of Life Saving Appliances on board through inspection of life boats, life raft, davits their wire, rescue boat, fast boat or condition of the life rings.

Special attention needs to be given to the areas of high risk of damage or deficiencies such as:

- Life boat davits maintenance
- Life boat hull & machinery construction and maintenance including the condition of the lifting hooks attachment both forward and aft, to the lifeboat hull
- Life boat inventories
- Name of ship and manufacturer, type serial number date of last and next services clearly marked on life raft
- Correct installation of life raft hydro static release including weak link and the date of last service
- Life jacket, immersion suit, thermal protective aids
- Man Over Board Life buoys and their attachments
- Canopy of lifeboat being in proper condition and visibly coloured
- Rescue boat lanching arrangements

Particular attention is to be given to the areas where fracturing, cracks distortion or excessive wastage in L.S.A. are likely to occur

The followings are common defects:

1. **Life boat blocks are sometimes found frozen.**
2. Life boat davits sometimes are wasted and cracked at the contacting point.
3. Life boat davits structures especially at point of contact with deck are wasted.
4. Limit switches on load release mechanism are frequently found wasted or seized.
5. Lack of familiarity with the lifeboats, davits, equipment and associated controls
6. Unsafe practice during lifeboat drills and inspections.
7. Life boat chains are wore. The condition of chain is often concealed by paint.
8. Grab line on the lifeboats and life buoys sometimes become hard and brittle
9. Condition of lifeboat engine cover are not fitted correctly and aren't made of steel.
10. Life buoy sometimes is found deformed or punched and light or lines are not properly attached to it.
11. Lifting hooks attachment to the Life boat hull badly corroded/wasted.

To make any decision associated with the detention of a vessel, the PSCO should take the account of ship's seaworthiness, safety of life on board regardless of the ship age, concerned bodies like as

master, owners, and classification society. Flag State should be informed accordingly and any proposal from the flag state or classification society are to be considered intently.

In addition to this guidance, PSCOs have to refer to the following documents:

- Chapter III, SOLAS –Life Saving Appliances and arrangements,
- LSA Code
- IMO Resolution A.746 (18) – Survey Guideline Under The Harmonized System of Survey and Certification part 5 Guideline for Surveys for the cargo ship Safety Equipment Certificate.

The Report on CIC LSA

1-a) Indian final reports:

Name of reporting Authority	MMD
Total number of inspection	102
Total number of deficiencies	70
Total number of Detentions*	10

*detention related to CIC is only take to account and there were 5 deficiencies were not clearly mentioned as L.S.A .

1-b) Australian final reports:

Name of reporting Authority	AMSA
Total number of inspection	187
Total number of deficiencies	71

1-c) Iranian final reports:

Name of reporting Authority	PSO
Total number of inspection	133
Total number of deficiencies	72

1-d) South Africa final reports:

Name of reporting Authority	SAMSA
Total number of inspection	17
Total number of deficiencies	1

1-e) Mauritius final reports:

Name of reporting Authority	Mauritius
Total number of inspection	2
Total number of deficiencies	---

CIC ON FIRE FIGHTING APPLIANCES**CHECKLIST**

Concentrate Inspection campaign on Fire Fighting Appliances*

Inspection Authority:		
Name of Ship:	IMO No.:	Place of Inspection:
Flag:	Gross Tonnage:	Dead Weight:
Year Keel Laid.:	Date of Inspection:	Class Society:

This questionnaire is solely for the purpose of collecting information on the IOMOU's Concentrated Inspection Campaign on F.F.A on convention size vessels. It cannot be interpreted as a seaworthiness certificate.

No		Yes	No	N/A ¹
1	FIRE FIGHTING APPLIANCES			
1.1	Condition of fire main line under pressure (corrosion, damage, leakage)			
1.2	Working condition of main fire pumps (check for leakages, discharge pressure & operational test)			
1.3	Fire hydrants, hoses, nozzles, Fire boxes			
1.4	Working condition of emergency fire pumps			
1.5	Portable fire extinguishers (condition, expiry date)			
2	FIXED FIRE FIGHTING SYSTEM			
2.1	Condition of bulk storage facilities (corrosion, damage, leakage)			
2.2	Are system operating instructions permanently displayed at the control station			
2.3	Condition of piping system & nozzles			
2.4	Availability of last test record of the system			
3	OTHERS			
3.1	Operational test of automatic fire doors			
3.2	Amount, condition of fireman's outfits including breathing apparatus with spare air bottles and filling status			
3.3	Condition of fire dampers and ventilation closing appliances for cargo hold , engine room & accommodation			
3.4	Are records available of checking the condition of the fire detection system			
4	ACTIONS			
4.1	Was the vessel detained for deficiencies related to fire fighting appliances			
5. Remarks:				

* The Second CIC on FFA was conducted in IOMOU region of vessels (over 500GT and above On international voyage, The keels of which were laid before 1 January 200) from 1 April to 30 June 2005

GUIDELINES FOR CONCENTRATED INSPECTION CAMPAIGN ON F.F.A.

General :

In order to improve and illuminate the condition of F.F.A. on board of vessels trading within the IOMOU region the campaign will target all passenger vessels and cargo vessels of 500 GT and above engaged on international Voyages.

Preparation :

An inspection in accordance with agreement worked out by IOMOU member under the Agenda 7 “Harmonisation and Improvement on Port State Control” of 7th IOMOU committee meeting in Kenya should be conducted focusing principally on the vessels F.F.A. but not limited to them.

When planning to inspect the vessels, it is suggested to notify ship master, owner agent, 48 hours prior to the ship ETA, if possible of the planned inspection to avoid any undue delays that may be advised of the focused area which are inspected by the PSCOs.

Documentation:

While checking the vessel documentation, PSCOs shall pay attention to the safety equipment certificate portable extinguishers certificate. Fix fire fighting equipment certificate (Co2, Halon) Breathing apparatus and EEBD certificate.

The FFA Checklist, drill book and check log book should be checked to find time and sequences as well the date of checking the equipments and drills and it should be ensured that drills undertaken by responsible officers are mentioned there in.

Inspection:

Ideally inspection should be carried out by PSCOs who has passed survey training courses in accordance with STCW Code having required sea experiences as master or chief engineer or officer qualified as flag state surveyor.

Upon the arrival of the Vessels PSCOs should appear on board and inspect the vessels while in port area (at anchor or berthed).

PSCOs should decide whether to make a complete examination of Fire Fighting Appliances on board through inspection of fire main line, fire pumps, fire hydrants, fire extinguisher and fix fire fighting system.

Special attention needs to be given to the areas of high risk of damages or deficiencies such as:

1. Working condition of emergency fire pump (Check for leakages, discharge pressure and operational test)
2. Condition of fire main line under pressure (Corrosion, damage, leakage)

3. Working condition of main fire pumps (Check for leakage, discharge pressure and operational test)
4. Condition of piping system.
5. Fire hydrant, hoses, nozzles, fire boxes.
6. Availability of last test record for Fixed Fire Fighting System.
7. Portable fire extinguishers (condition, expiry date)

8. Amount, condition of fireman's outfits (including breathing apparatus with spare air bottles and filling status)
9. Condition of fire dampers and ventilation closing appliances for cargo hold, engine room and accommodation.
10. Condition of bulk storage facilities (corrosion, damage)
11. Availability of record for checking the condition of the fire detection system.
12. Lack of identification and IMO Symbols on area that are mentioned in fire plan.

In addition to this guidance, PSCOs have to refer to following documents:

- Chapter II-2, SOLAS – fire protection, fire detection and fire extinction .
- FSS Code - International code for Fire Safety System.

The Report on CIC FFA

Name of reporting Authority	AUSTRALIA
Total number of inspection	183
Total number of deficiencies	35
Total number of detention	4

Name of reporting Authority	INDIA
Total number of inspection	159
Total number of deficiencies	163
Total number of Detentions*	6

*detention related to CIC is only taken to account.

Name of reporting Authority	IRAN
Total number of inspection	116
Total number of deficiencies	78
Total number of detention	3

Name of reporting Authority	MAURITIUS
Total number of inspection	6
Total number of deficiencies	10
Total number of detention	1

Name of reporting Authority	SOUTH AFRICA
Total number of inspection	75
Total number of deficiencies*	27
Total number of detention	--

- 6 deficiencies were not clearly mentioned as FFA. Actual deficiencies are 21

Name of reporting Authority	SUDAN
Total number of inspection	46
Total number of deficiencies	171
Total number of detention	--

**CONCENTRATED INSPECTION CAMPAIGN ON LIFEBOAT AND LIFEBOAT
LAUNCHING APPLIANCES***
CHECKLIST

Inspecting Authority:

Port of Inspection: _____ Date of Inspection: _____
 Name of Vessel: _____ Flag of Vessel: _____
 IMO Number: _____ Keel Laid: _____
 Type of Vessel: _____ Gross Tonnage: _____
 RO _____ Dead Weight _____
 Organisation who carried out the Safety Equipment survey.....
 Date of last Safety Equipment Survey

This checklist is solely for the purpose of collecting information for the IOMOU's CIC on lifeboat and lifeboat launching appliances. An answer 'yes' to any of the questions does not indicate compliance with the relevant international conventions.

<u>No.</u>	<u>Question</u>	<u>Yes</u>	<u>No</u>	<u>NA</u>
<u>1</u>	<u>Lifeboat and lifeboat Launching Appliances</u>			
<u>1</u>	<u>Do records indicate that the crew have launched and manoeuvred the lifeboats in the water as required by SOLAS?</u>			
<u>2</u>	<u>Do records indicate the crew maintain the lifeboats and davits?</u>			
<u>3</u>	<u>Do records indicate the crew maintain the lifeboat falls?</u>			
<u>4</u>	<u>Do records indicate the maintenance and testing of 'on-load' release gear (if fitted)?</u>			
<u>5</u>	<u>Do the records indicate that winch brake have had static and dynamic tests carried out?</u>			
<u>6</u>	<u>Does the vessel have davit launched lifeboats?</u>			
<u>7</u>	<u>Is the condition of the lifeboats hull satisfactory?</u>			
<u>8</u>	<u>Is the condition of the lifeboats equipment satisfactory?</u>			
<u>9</u>	<u>Are the means of attaching the falls to the lifeboat satisfactory?</u>			
<u>10</u>	<u>Can the crew demonstrate an understanding of the operation of the 'on-load' release gear?</u>			
<u>11</u>	<u>Are there clear instructions for the use of the 'on-load' release gear in the working language of the crew?</u>			
<u>12</u>	<u>Are the davits in a satisfactory condition?</u>			
<u>13</u>	<u>Do the sheaves and other moving parts operate correctly?</u>			
<u>14</u>	<u>Are the davit limit switches operating correctly?</u>			
<u>2</u>	<u>Actions</u>			
<u>1</u>	<u>Did the PSCO detain the ship for lifeboat or launching deficiencies?</u>			
<u>3</u>	<u>Remark:</u>			

* The Third CIC on Lifeboat and Lifeboat Launching Appliances was conducted in IOMOU region from 1 May to 31 July 2006

GUIDELINES FOR CONCENTRATED INSPECTION CAMPAIGN ON LIFEBOAT AND LIFEBOAT LAUNCHING APPLIANCES.

The intention of the following is to provide guidance to PSCOs in answering the questions asked in the CIC checklist.

PSCOs only need inspect free fall lifeboats in their stowed position.

Prior to going carrying out the CIC, PSCOs should make themselves familiar with the SOLAS and the Life Saving Appliances (LSA) Code references indicated below.

The PSCO should be able to answer the first five questions at the initial meeting with the Master by viewing the ships records. PSCOs should also refer to the ships 'log-book' for the maintenance summaries.

Reference: SOLAS, Chapter III, Regulations 19.5, and 36.

Question 1: *Do records indicate that the crew have launched and manoeuvred the lifeboats in the water as required by SOLAS?*

SOLAS requires that lifeboats be launched with its assigned operating crew and manoeuvred in-water at least every three months.

Lowering into the water of free-fall lifeboats every three months is acceptable where free-fall launching is impracticable. However, in such cases, records should indicate that the crew had free-fall launched lifeboats with the operating crew aboard, and manoeuvred in-water at least every six months.

Reference: SOLAS, Chapter III, Regulations 19.3.3.3, 19.3.3.4, and 19.3.3.5.

Question 2: *Do records indicate the crew maintain the lifeboats and davits?*

Records should indicate that the crew have carried out the regular maintenance required by SOLAS.

Reference: SOLAS, Chapter III, Regulations 20.6 and 20 11.1.

Question 3: *Do records indicate the crew maintain the lifeboat falls?*

Apart from periodic inspections of the falls, SOLAS requires the end-for-end turning of the falls at intervals not more than 30 months. And renewal at intervals not more than five years.

Reference: SOLAS, Chapter III, Regulation 20.4.

Question 4: *Do records indicate the maintenance and testing of 'on-load' release gear (if fitted)?*

SOLAS requires the periodic servicing of the lifeboat 'on-load' release gear. If not fitted, 'tick' the checklist NA.

Reference: SOLAS, Chapter III, Regulation 20.11.2.

Question 5: *Do the records indicate that winch brake have had static and dynamic tests carried out?*

SOLAS requires static and dynamic testing of the winch brakes.

Reference: SOLAS, Chapter III, Regulations 20 11.2 and the Life Saving Appliances (LSA) Code Regulation 6.1.2.5.2.

Question 6: *Does the vessel have davit launched lifeboats?*

This question is for the purpose of complying statistics for the CIC report.

If the vessel has davit launched lifeboats, tick the 'Yes' box.

If the vessel has free-fall lifeboats, tick the 'No' box.

If the vessel only has liferafts, tick the 'NA' box.

Question 7: *Is the condition of the lifeboats hull satisfactory?*

The PSCO should check the following as a minimum.

- a) The external and internal condition of the hull for any signs of cracks or damage; it may be necessary to lift the floorboards to inspect the inner hull.
- b) The condition and movement of the rudder and propeller.
- c) The condition of keel grab-lines and bilge rails (for deterioration), along with the attachment and condition of becketted line to the boat.
- d) The condition of the buoyancy material (if visible) and the seat belts and retro-reflective tape throughout.
- e) The PSCO should ensure that lifeboats are clearly marked with the following.
 - The number of persons the lifeboat can carry.
 - The name and port of registry of the ship.
 - The means of identifying the ship to which the lifeboat belongs, and the number of the lifeboat is visible from above.

Question 8: *Is the condition of the lifeboats equipment satisfactory?*

The PSCO should preferably check the following items with the boat secured in the stowed position. The PSCO should check.

- a) The general housekeeping in the lifeboat; this is a good indication of the condition of the boat's equipment.
- b) A random sample of equipment, including plastic water containers that will sometimes fracture when tapped due to deterioration under sunlight, fuel tanks, and the small gear locker.
- c) The condition of the fuel tanks and level of contents.
- d) The protective covers and tray under the engine, if fitted.
- e) The condition of the fire extinguisher and service date.
- f) When starting the engine, the forward and astern movement of the propeller. When testing engines in an enclosed boat, all ventilation openings and doors should be open. The PSCO should not insist on the starting of an engine in a free-fall lifeboat if the ships crew advise against it.
- g) Leaks from the exhaust system, particularly in totally enclosed lifeboats and damage to lagging.
- h) The condition of the on load release gear system (if fitted).

Question 9: *Are the means of attaching the falls to the lifeboat satisfactory?*

The PSCO should pay particular attention to the fall anchor points in way of the keel. This area is hard to maintain and generally subject to corrosion.

Question 10: *Can the crew demonstrate an understanding of the operation of the ‘on-load’ release gear?*

The lifeboat crew should explain to the PSCO the procedures they would follow to operate the ‘on-load’ release gear. The PSCO should not request the crew to physically demonstrate the operation of the ‘on-load’ release gear.

Question 11: *Are there clear instructions for the use of the ‘on-load’ release gear in the working language of the crew?*

The PSCO should ensure that the crew can understand the instructions.

Reference: SOLAS, Chapter III, Regulation 9.

Question 12: *Are the davits in a satisfactory condition?*

The PSCO should check.

- a) Make a close inspection of the lifeboat davits and attachments for signs of corrosion and lack of maintenance.
- b) Pay particular attention to the condition of lifeboat falls and sheaves for signs of inadequate maintenance.

Question 13: *Do the sheaves and other moving parts operate correctly?*

This part of the CIC requires the lowering of a davit launched lifeboat to the embarkation or boat deck, or in the case where the lifeboat boarding is from the stowage position, the crew should lower the lifeboat to the full extent of the davit arms. The lowering of a lifeboat requires the consent of the Master. This requirement does not apply to a free-fall lifeboat.

A responsible ship’s officer should give the orders for the lowering of the lifeboat. A PSCO should not give any direction or guidance regarding the lowering of a lifeboat. The crew should only lower the lifeboat (preferably harbour side) when it is safe to do so.

When lowering the lifeboat, the PSCO should check

- a) Check that during the lowering process, all moveable parts are functioning correctly, and that the swivel on the lifeboat falls moving block rotates freely.
- b) There should be clear operating instructions with a suitable warning notice in the language understood by the crew.
- c) The brake can hold the boat when stationary.

Question 14: *Are the davit limit switches operating correctly?*

After completing Question 13, the PSCO should ensure the automatic limit switches operate satisfactorily during retrieval of the lifeboat.

Life Saving Appliances (LSA) Code Regulation 6.1.2.7.

Question 15: *Did the PSCO detain the ship for lifeboat or launching deficiencies?*

This question is for the purpose of complying statistics for the CIC report.

The PSCO should only tick the ‘Yes’ box if the detainable deficiency related to the lifeboats or davits.

THE REPORT OF CIC ON LIFEBOAT AND LIFEBOAT LAUNCHING APPLIANCES

Summary of answers to questions on CIC checklist

<u>No.</u>	<u>Question</u>	<u>Yes</u>	<u>No</u>	<u>NA</u>
1	<i><u>Lifeboat and lifeboat Launching Appliances</u></i>			
1	Do records indicate that the crew have launched and maneuvered the lifeboats in the water as required by SOLAS?	607	25	2
2	Do records indicate the crew maintain the lifeboats and davits?	605	24	5
3	Do records indicate the crew maintain the lifeboat falls?	597	25	12
4	Do records indicate the maintenance and testing of 'on-load' release gear (if fitted)?	401	22	211
5	Do the records indicate that winch brakes have had static and dynamic tests carried out?	553	42	39
6	Does the vessel have davit-launched lifeboats?	581	46	7
7	Is the condition of the lifeboats hull satisfactory?	611	22	1
8	Is the condition of the lifeboats equipment satisfactory?	589	44	1
9	Are the means of attaching the falls to the lifeboat satisfactory?	584	25	25
10	Can the crew demonstrate an understanding of the operation of the 'on-load' release gear?	425	11	198
11	Are there clear instructions for the use of the 'on-load' release gear in the working language of the crew?	412	19	203
12	Are the davits in a satisfactory condition?	581	20	33
13	Do the sheaves and other moving parts operate correctly?	563	25	46
14	Are the davit limit switches operating correctly?	534	32	68
2	<i>Actions</i>			
1	Did the PSCO detain the ship for lifeboat or launching deficiencies?	23	611	0
3	Remarks:			

CONCENTRATED INSPECTION CAMPAIGN ON ISM CODE 2007***CHECKLIST****Inspecting Authority:**

Port of Inspection:	_____	Date of Inspection:	_____
Name of Ship:	_____	Flag of Ship:	_____
IMO Number:	_____	Call Sign:	_____
Ship Type:	_____	Auditing Body if not flag State	_____
Name of the Company	_____	(DOC)	_____
		(SMC)	_____

Part A – Before physical inspection

	A	B	N/A
1. Is the Safety Management documentation on board? (Certificates, manuals) (2555)	<input type="checkbox"/>	<input type="checkbox"/>	
2. Is there evidence that the master has carried out the review of the SMS? (2525)	<input type="checkbox"/>	<input type="checkbox"/>	
3. Can senior officers identify the “designated person” responsible for the operation of the ship and the means to contact that person? (2520)	<input type="checkbox"/>	<input type="checkbox"/>	
4. Have the procedures for establishing and maintaining contact with shore management in an emergency been tested? (2540)	<input type="checkbox"/>	<input type="checkbox"/>	
5. Have the procedures to report non-conformities, accidents and hazardous occurrences been followed? (2545)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Does the ship’s SMS have a maintenance routine which includes the testing of stand by equipment and critical equipment/systems and are records available? (2550)	<input type="checkbox"/>	<input type="checkbox"/>	

Part B – After physical inspection/practical demonstrations

7. Is relevant documentation regarding the SMS in a working language or languages understood by the ship’s personnel? (2530)	<input type="checkbox"/>	<input type="checkbox"/>	
8. Are programmes for drills and exercises to prepare for emergency actions available on board and are records available? (2540)	<input type="checkbox"/>	<input type="checkbox"/>	
9. Is there evidence of an effective maintenance system? (2550)	<input type="checkbox"/>	<input type="checkbox"/>	
10. Are introduction/familiarization procedures for crew members carried out? (2530)	<input type="checkbox"/>	<input type="checkbox"/>	
11. Are the crew members able to communicate effectively in the execution of their duties related to the SMS? (2530)	<input type="checkbox"/>	<input type="checkbox"/>	
12. Is there evidence of repetitive deficiencies from previous PSC-inspections? (2545)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* The Fourth CIC on ISM Code was conducted in IOMOU region from 1 September to 30 November 2007, along with Paaris MOU and Tokyo MOU

A = Satisfactory; B = Unsatisfactory; N/A = Not Applicable

Note:

If “B” is ticked ~~off~~ on and in conjunction with reference to the information after each explanatory note of the attached guidelines the ship may be considered for detention. The detail of any detention should be appropriately entered on the PSC Report Forms.

GUIDELINES FOR CONCENTRATED INSPECTION CAMPAIGN ON LIFEBOAT AND LIFEBOAT LAUNCHING APPLIANCES.

CIC Additional instructions

1. The first campaigns were mainly carried out to verify if a SMS was established on board. The purpose with the campaign 2007 is to verify the effective implementation of the Safety Management System on board.
2. The campaign will only be applicable to ships covered by SOLAS Ch IX.
3. The questionnaire is divided in two parts. The first is to be completed when examining certificates and Safety Management documents, which includes records of different activities. To complete part A some questions will be asked to the Master and senior officers.
4. Explanatory notes are attached to all questions.
5. Part B shall be completed after the full inspection of the ship. The PSCO will need to ask questions to crewmembers to verify the effective implementation of the SMS. There may be a need for a practical demonstration / operational control.
6. A more detailed inspection shall be carried out if clear grounds are established.
7. An unsatisfactory answer in the questionnaire will not automatically be equal to a detention but the PSCO may consider it.
8. The column "N/A" shall be used when the question cannot be answered.
9. Reporting should be in accordance with normal procedures for a CIC in the prepared module.
10. The correct deficiency code is presented after each question.
11. The questionnaire shall be used for every CIC during the campaign.
12. The CIC will NOT be required if the vessel has already been subject to the CIC. The PSCO should initially ask the master if an ISM CIC has been undertaken elsewhere. If the answer is "Yes", the PSCO should ask to see the record, and the PSC Report. If the CIC was completed outside the TMOU area, a comment should be made in the records to this effect.

Explanatory notes to the questions

1) Is the Safety Management documentation on board?

(Certificates and manuals)

Certificates;

Copy of Document of Compliance (DOC) and original of Safety Management Certificate (SMC).

Section 13 of the ISM - Code

13.1 The ship should be operated by a Company which has been issued with a Document of Compliance or with an Interim Document of Compliance in accordance with paragraph 14.1, relevant to that ship.

13.6 A copy of the Document of Compliance should be placed onboard in order that the master, if so requested, may produce it for verification by the Administration or by an organization recognised by the Administration or for the purpose of the control referred to in regulation IX/6.2 of the Convention. The copy of the document is not required to be authenticated or certified.

Recognised Organizations may issue short-term certificates. These certificates cover the period between completion of the audit and the issuance of the full term certificate by the recognised organization's competent office. This period is expected to be shorter and should not exceed five months. For this reason, should "Short Term Certificate" that approach the end of its validity, indicate the need for a more careful control of all implementation of the ISM Code on board the ship.

The vessel may have a copy of an interim DOC and hold an interim SMC or hold a copy of an interim DOC and a full term SMC or a copy of a full term DOC and an interim SMC.

There is however nothing in the ISM Code or in SOLAS, as amended, which prevents an Administration from requiring ships entitled its flag to carry on board an authenticated or certified copy of the DOC. (MSC/Circ.927) Interim DOC may only be issued to:

- i Facilitate initial implementation of the Code; and
- ii implementation when a Company is newly established;
- iii or new ship types added to existing DOC.

An Interim DOC is valid for a maximum of 12 months.

The company's Safety Management System (SMS) must at least meet part 1.2.3 of the Code but will not have been able to accumulate the 3 months objective evidence of the operation of the system required for a full certificate. Existing companies of over 12 months maturity on 1 July 2002 should not have an Interim DOC issued under i. or ii. above. An example of iii. would be a company operating/managing oil tankers who take on operating responsibility for a chemical tanker.

An Interim SMC is used for:

- i. New ships on delivery; and
- ii. When the company takes on the management of a ship new to the company.
- iii. When a ship changes flag

An Interim SMC is valid for 6 months. In special cases the issuing body may extend the validity of the Interim SMC for a further six month.

Before an interim SMC is issued the following must apply and can be checked by PSCOs:

- The DOC, or the Interim DOC, shall be relevant to that type of ship.
- SMS provided by the company which address the key elements of the Code. Written procedures and/or plans should be in place.
- Master and senior officers should be familiar with the SMS and implementation plans.

- Instructions essential prior to sailing * (Section 6.3 of the ISM Code) have been given.
- Plans for a Company audit of the system within 3 months should be in place.

Relevant information should be given in a working language or languages understood by the ship's personnel.

Interim certificates may be used inappropriately by some flag States. (See page 11 – C. Follow up actions. MSC/Circ.1059 contains more information)

In addition to verifying the existence of the DOC and SMC, the PSCO's should verify that the company identified on the SMC is the same as that shown on the DOC and that the endorsements on both certificates have been made. The PSCO should note that the SMC requires a verification audit between the second and third years and the DOC requires annual verification. In this regard, the ship should hold a copy of the DOC endorsement. This does not need to be an original copy but can be a fax or email copy.

Item to be considered as a major non-conformity; ISM-certificates not on board

Manuals;

Section 1.4 of the Code Every Company should develop, implement and maintain a safety-management system (SMS) which includes the following functional requirements:

- .1 A safety and environmental-protection policy;*
- .2 Instructions and procedures to ensure safe operation of ships and protection of the environment in compliance with relevant international and flag State legislation;*
- .3 Defined levels of authority and lines of communication between, and amongst, shore and shipboard personnel;*
- .4 Procedures for reporting accidents and non-conformities with the provisions of this Code;*
- .5 Procedures to prepare for and respond the emergency situations; and*
- .6 Procedures for internal audits and management reviews.*

The PSCO should be able to ask for samples of the documented SMS. It should be easy accessed and could consist of manuals and/or material from a computer. Not all parts of the system have to be documented, however for practical reasons and for verification most companies will have documented all requirements of the Code.

Item to be considered as a major non-conformity; Safety Management documentation not on board

2) Is there evidence that the master has carried out the review of the SMS?

Section 5 of the Code

5.1 The Company should clearly define and document the master's responsibility with regard to: .1 implementing the safety and environmental-protection policy of the Company; .2 motivating the crew in the observation of that policy; .3 issuing appropriate orders and instructions in a clear and

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simple manner; .4 verifying that specified requirements are observed; and .5 reviewing the SMS and reporting its deficiencies to the shore-based management.

There should be some form of records of his own review of the system and if any deficiency has been reported to the Company. The present master may not have carried out a review so a PSCO may have to accept records made by previous masters.

The PSCO should not necessarily expect to see a dedicated review report. It is common for the review to be incorporated into other reviews and meetings onboard such as the safety committee meeting. In order to determine the process, the PSCO should request the master to provide the relevant SMS procedure that details how the review is conducted. Regardless of how the review is conducted, a record should be available. Should the physical inspection of the ship reveal significant failures in the observance of onboard procedures then this review process may be revisited to investigate further the effectiveness of it.

3) Can senior officers identify the “designated person” responsible for the operation of the ship and the means to contact that person?

Section 4 of the Code

To ensure the safe operation of each ship and to provide a link between the Company and those on board, every Company, as appropriate, should designate a person or persons ashore having direct access to the highest level of management. The responsibility and authority of the designated person or persons should include monitoring the safety and pollution-prevention aspects of the operation of each ship and ensuring that adequate resources and shore-based support are applied, as required.

The Master must know his identity and be aware of the role of the DP. Other senior officers should be aware of the identity and role of the DP. The DP does not have to be directly contactable and may not even have any role to play in an emergency. The Master should be able to explain the means of contact, including the route of non-conformities that the DP will be seeing.

Item to be considered as a major non-conformity; Senior officers unable to identify the designated person, responsible for that ship.

4) Have the procedures for establishing and maintaining contact with shore management in an emergency been tested?

Section 8.3 of the Code The SMS should provide for measures ensuring that the Company's organization can respond at any time to hazards, accidents and emergency situations involving its ships.

Example; A reference to the company contacts in the SOPEP could be sufficient if so stated in the SMS. PSCOs cannot expect to see a neat list posted in the radio room although many ships will have this type of list.

Records from drills and exercises may provide evidence that the means of contact has been tested. If not, the PSCO may ask for this to be demonstrated.

Item to be considered as a major non-conformity; No procedure to contact the company in emergency situations.

5) Have the procedures to report non-conformities, accidents and hazardous occurrences been followed?

Section 9 of the Code

9.1 The SMS should include procedures ensuring that non-conformities, accidents and hazardous occurrences are reported to the Company, investigated and analysed with the objective of improving safety and pollution prevention.

The PSCO may ask the crew on how to report non-conformities, accidents and hazardous situations to the Company. For example, if the onboard SMS requires it, have deficiencies from previous PSC inspections been reported. If reports have been issued the PSCO may ask for records. In this case, the PSCO may note an individual non-conformity, accident or hazardous occurrence that has been reported and note what corrective action has occurred. During the physical inspection of the ship, the PSCO could verify that the item has in fact been effectively dealt with.

A PSCO may have to accept that the need to report has not yet occurred. If this is the case it will be recorded in the form as “N/A”.

6) Does the ship’s SMS have a maintenance routine which includes the testing of stand by equipment and critical equipment/systems and are records available?

Section 10.3 of the Code

The Company should establish procedures in its safety management system to identify equipment and technical systems the sudden operational failure of which may result in hazardous situations. The safety management system should provide for specific measures aimed at promoting the reliability of such equipment or systems. These measures should include the regular testing of stand-by arrangements or technical systems that are not in continuous use.

The system should include routines the testing of standby equipment and critical equipment/systems. Records of these tests should be available.

The PSCO should ask to see the SMS procedure and the records associated with it. The PSCO could then note one or two items recently recorded as tested and verify these during inspection. Such tests should be requested early to allow the ship to implement any preparations and any such testing should not unduly interfere with shipboard operations.

Item to be considered as a major non-conformity; Stand by equipment or critical equipment not in the maintenance routine or tested.

7) Is relevant documentation regarding the SMS in a working language or languages understood by the ship's personnel?

Section 6.6 of the Code

The Company should establish procedures by which the ship's personnel receive relevant information on the SMS in a working language or languages understood by them.

The documented SMS does not need to be in a particular language. It is for the company to decide on the "working language" of the ship and then provide pertinent and relevant information to the ship's personnel in a language understood by them.

It is not a requirement for the SMS to be in a language understood by the PSCO. The PSCO may ask for parts of the SMS to be explained verbally. In doubt as to the completeness of the SMS the PSCO may ask for drills to be conducted or witness the operation of machinery and systems.

Item to be considered as a major non-conformity; Relevant safety management information not in a working language or a language understood by the crew members.

8) Are programmes for drills and exercises to prepare for emergency actions available on board and are records available?

Section 8 of the Code

8.1 The Company should establish procedures to identify describe and respond to potential emergency shipboard situations.

8.2 The Company should establish programmes for drills and exercises to prepare for emergency actions.

The programme should cover statutory requirements (SOLAS, Chapter III - Regulation 19), and other emergency situations identified in the approved Safety Management System. The crew's responses to potential emergencies should be practised in drills. These drills should cover all documented responses to critical and emergency situation. Records of all emergency drills and exercises onboard should be maintained and be available for verification.

The records sighted could be verified by the PSCO during the inspection by asking relevant questions of the crew.

Item to be considered as a major non-conformity; Drills have not been carried out according to programme.

9) Is there evidence of an effective maintenance system?

Section 10.1 of the Code

The Company should establish procedures to ensure that the ship is maintained in conformity with the provisions with of the relevant rules and regulations and with any additional requirement which may be established by the Company.

To evaluate the effectiveness of the maintenance the PSCO should consider the overall condition of the ship. For example severe corrosion to the hull or structure, inoperable critical equipment, repetitive deficiencies from PSC inspections or multiple technical deficiencies will be considered as evidence that the system is not effective.

Item to be considered as a major non-conformity; All detainable deficiencies related to hull, structure or equipment.

10) Are introductions/familiarizations for crew members carried out in accordance with documented procedures?

Section 6.3 of the Code

6.3 The Company should establish procedures to ensure that new personnel and personnel transferred to new assignments related to safety and protection of the environment are given proper familiarization with their duties. Instructions which are essential to be provided prior to sailing should be identified, documented and given.

Crew members may be asked during the inspection of the ship if and how they were introduced to the SMS. Some of the introduction may have been carried out before coming on board. The PSCO may ask for documented records of the introduction/familiarization of some crew member.

Item to be considered as a major non-conformity; Crew members are not familiar with their duties within the SMS.

11) Are the crew members able to communicate effectively in the execution of their duties related to the SMS and does the chosen language correspond with the working language(s) understood by the crew?

Section 6.7 of the Code

The Company should ensure that the ship's personnel are able to communicate effectively in the execution of their duties related to the safety management system.

The PSCO may test the crew's ability to communicate effectively with each other and any passengers during a drill or exercise. During all work relating to the SMS the crew should be able to communicate without translators (meaning other crew members).

Item to be considered as a major non-conformity; Crew members can not communicate with each other.

12) Is there evidence of repetitive deficiencies from previous PSC-inspections?*Section 9.1 of the Code*

The safety management system should include procedures ensuring that non-conformities, accidents and hazardous situations are reported to the Company, investigated and analysed with the objective of improving safety and pollution prevention.

The PSCO should examine at least the last two inspection reports to identify any repeated deficiencies.

When repeated deficiencies have been identified the PSCO shall seek what corrective action has been reported to the company in accordance with the SMS and what action has been taken by the Company to avoid such a recurrence.

During the inspection the PSCO should also verify that the items have been rectified.

THE REPORT OF CIC ON ISM CODE 2007

Name of reporting Authority	AUSTRALIA
Total number of inspection	621
Total number of deficiencies	689
Total number of detention	6

Name of reporting Authority	INDIA
Total number of inspection	127
Total number of deficiencies	119
Total number of Detentions	23

Name of reporting Authority	IRAN
Total number of inspection	131
Total number of deficiencies	96
Total number of detention	27

Name of reporting Authority	MALDIVES
Total number of inspection	3
Total number of deficiencies	0
Total number of detention	0

Name of reporting Authority	MAURITIUS
Total number of inspection	8
Total number of deficiencies	3
Total number of detention	1

Name of reporting Authority	SOUTH AFRICA
Total number of inspection	39
Total number of deficiencies	6
Total number of detention	0

All Reporting Authorities

Total number of inspection	929
Total number of deficiencies	913
Total number of detention	57

**Concentrated Inspection Campaign(CIC) on SOLAS - Chapter V.
Safety of Navigation 2008***
Questionnaire

Inspecting Authority :	
Port of Inspection :	
Date of Inspection :	
Name of Ship :	IMO Number :
Ship Type :	Flag of Ship :
Call Sign :	Name of the Company :

No.	Item	Yes	No	N/A
1**	Does the ship comply with the actual provisions as specified on the relevant Record of Equipment form for navigational equipment? (0110- S74P88/CI/R12, iii, vi)	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> ¹	
2* *	Is navigational equipment operational? (1500-S74/C.V/R 16)	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> ¹	
3* *	Can the master and watch keeping officers demonstrate familiarization of navigating equipment? (1599 – STCW RI/14/.4)	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> ¹	
4* *	Are arrangements to ensure performance of the equipment? (1685-S74/C.V/R 16)	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> ¹	
5**	Are there adequate and up-to-date nautical charts and publications, necessary for the voyage? (1560 – S74/CV/R27)	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> ¹	
6	Where Electronic Chart Display and Information System (ECDIS) is the primary means in lieu of paper charts is there a suitable back arrangement? (1561- S74-23/CV/R19.2.1.4, .5)	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
7	Is there a record “of navigational activities and incidents”? (1596, – S74 –23/CV/R28)	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	
8**	Is there evidence of voyage planning? (1594, - STCW/SA-VIII/2/P2).	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> ¹	
9	Is a valid certificate of compliance (annual testing) of the VDR/S-VDR on board? (1566, - S74/C.V/R18.8)	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
10	Can the master and watch keeping officers demonstrate inputting voyage related information in the AIS? (1599, - S74/C.V/R19.2.4.7)	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
11	Is cargo on deck loaded so as not to obstruct the horizontal view of the sea surface forward of the beam? (1595, - S74-23/CV/R22)	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	
12	Can the master and watch keeping officers concerned with the operation of the steering gear able to demonstrate the change over procedures and operation of steering systems? (1593, - S74-23/CV/R26)	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
13	Is the ship detained as a result of this CIC?	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	

* The Fifth CIC on SOLAS - Chapter V. Safety of Navigation was conducted in IOMOU region from 1 September to 30 November 2007, along with Paris MOU and Tokyo MOU

Notes: 1 If “No” is selected, for questions marked with an “**” PSCO should use his/her professional judgment regarding the seriousness of the deficiency as to whether the ship may be considered for detention. The detail of any deficiencies including serious deficiencies, if any, should be appropriately entered on the PSC Report Form B. Where there is no box in the N/A column, then either box “Yes” or “No” should be selected as appropriate.

Amendment No.007/09

Guidelines on the Concentrated Inspection Campaign (CIC) on SOLAS Chapter V

Purpose:

The revised Chapter V: Safety of Navigation, of the Annex to the International Convention for the Safety of Life at Sea (SOLAS) came into force on 1 July 2002 and under certain circumstances may require the fitting of other equipment such as:

Automatic Information Systems (AIS), Voyage Data Recorder (VDR)/S-VDR, Global Navigation Satellite System (GNSS), Electronic Chart Display and Information System (ECDIS) in addition to various amendments incorporated in this chapter.

- The master and watch keeping officers are familiar with the bridge equipment.

The following guidance is provided to assist in checking for compliance of SOLAS Ch V, during the CIC. In addition PSCOs should refer to the following documents:

SOLAS 74	Safety of Life at Sea Ch V and Ch 1/9
STCW	Standards of Training Certification and Watching for Seafarers Regulation 1/4 & Regulation 1/14

References for information purposes only:

The following Resolutions and Circulars are for information purposes only and as such are generally regarded as editorial guidance to flag states and should not be construed as regulations to be applied by PSC

A.601(15)	Provision and Display of Manoeuvring information to navigation
A.708(17)	Navigation bridge visibility and functions
A.817(19)	Performance standards for electronic chart display and information systems (ECDIS)
A.893(21)	Guidelines for voyage planning
A.916(22)	Guidelines for the recording of events related to navigation
A.917(22)	Guidelines for the onboard operational use of shipborne Automatic Identification Systems (AIS).
A.956(23)	Amendments to the guidelines for the onboard operational use of shipborne Automatic Identification Systems (AIS) (Resolution A.917(22))
MSC/Circ.1079	Guidelines for Preparing Plans for Co-operation between search and rescue services and passenger ships
MSC.1/Circ.1222	Guidelines on annual testing of voyage data recorders (VDR) and simplified voyage data recorders (S-VDR).
MSC/Circ.627	Navigation bridge visibility.
MSC/Cir.171 (79)	Adoption of amendments to the protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974.
MSC.1/Circ.1224	Unified Interpretation of SOLAS Ch. V (Spare magnetic Compass)

General

The campaign will target aspects of compliance provisions of SOLAS Chapter V, on all vessels regardless of type. The campaign is designed to examine a specific area and not intended to detract from normal coverage of Port State Control Inspections. It is anticipated that the CIC will be conducted in conjunction with the regular port State control targeting and inspecting.

In arriving at a yes or no answer to the questions the following needs to be considered. Should a "NO" be answered, a deficiency using the appropriate deficiency code as listed shall be issued on the form B of the PSC inspection report.

Further a 'no' answer to either of questions 1,2,3,4,5 and 8 may be considered as grounds for a detention to be issued to the ship.

Question 1.

Does the ship comply with the actual provisions as specified on the appropriate Record of Equipment for Navigational Systems and Equipment?

For Ships 500 gross tons and above;

For the Passenger Ship Safety Certificate the navigational equipment will be listed on the Record of Equipment for the Passenger Ship Safety Certificate **(FORM P) Section 5**

For the Cargo Ship Safety Equipment Certificate the navigational equipment shall be listed on the Record of Equipment for the Cargo Ship Safety Equipment Certificate **(FORM E) Section 3**

For the Cargo Ship Safety Certificate the navigational equipment shall be listed on the record of Equipment for the Cargo Ship Safety Certificate (Form C) Section 5.

For vessels **below** convention size for which there is no requirement for Record of Equipment, the port State control officers' task will be to accept whether the ship is of an acceptable standard and be guided by any certificates or other documents issued or on behalf of the flag State Administration and check the equipment as mentioned.

Question 2

Is Navigational equipment operational?

Regulation 16. This regulation came into force with the 2000 SOLAS amendments. The regulation requires that all navigational equipment required by SOLAS Chapter V shall be in an efficient working order. In case of deficiencies, evidence of the record of maintenance of the defective equipment should be readily available.

In order to comply with the Regulation malfunctions of the equipment must be repaired and the ship may be detained until any required repair is carried out.

However, if the ship is in a port where repair facilities are not readily available then the malfunction of the required equipment shall not be considered as making a ship unseaworthy or as a reason for delaying the ship, providing suitable arrangements have been made by the Master to take the inoperative equipment or unavailable information into account in planning a safe voyage to a port where repairs can take place. **(Regulation/16.2)**. Equipment maintenance manuals or company procedures should be clearly understandable by the ship's maintenance personnel.

Question 3**Can the master and watch-keeping officers demonstrate familiarization of navigating equipment?**

The port State control officer should determine if the master and watch-keeping officers are familiar with the bridge control and navigational equipment including electronic charts if fitted and to demonstrate the setting up of equipment. PSCO may check if the master and watch-keeping officers are familiar with the procedures such as periodical tests and checks of the equipment to be carried out as part of the SMS (ISM 10.3). In carrying out the above operation check of the navigation equipment on the bridge “a officer” would imply a member of the Navigational Watch.

Port State Control officers’ should check that the required navigation equipment as mentioned in the Record of Equipment is correct and complete. If operations permit it, ask to see the navigating and electronic equipment switched on and operating either by master or watch keeping officer. **For vessels at terminals where radio-transmitting equipment cannot be switched on, PSCO should use means to verify that the equipment was working satisfactory when the vessel was on its way to the terminal.**

Following equipment to be checked:(not an exhaustive list)

- The position fixing device (match the berth position on chart)
- Echo sounder and recorder (readings match the depth at the berth)
- Radar 9 GHz and second radar for ships more than 3000 grt– (can a officer demonstrate the procedures for switching on and obtaining a realistic radar picture?)
- Automatic radar plotting aid (ARPA) for ships 10,000gt and over – (can a officer in charge explain the various basic controls)
- Standard magnetic compass including spare compasses (records of regular check made of the compass deviation), check if ships are exempt from carrying spare magnetic compass.
- Gyro compass (Does the reading match the alignment of the berth, heading and bearing repeaters match the Gyro compass and check if the latitude and speed correctors if fitted are properly used)
- Rudder angle indicator’s
- Distance and speed indicators/Recorders
- Navigations lights and emergency source and check to see that visual indicators and audible alarms where applicable are operational
- VHF radios
- Check the VDR/S-VDR as provided is operational, ask an officer to demonstrate a test of all operational indicators as per manufacturers instructions. Check to see that visual indicators and audible alarms are operational. This test will also confirm that the VDR/S-VDR is switched on1).
- Check the Automatic Identification System (AIS) is operational.
- Communications to emergency steering position
- Daylight signalling lamp and independent source of power

Question 4**Are arrangements in place to ensure performance of the equipment?**

- Maintenance arrangements for navigational equipment to be in place
- Malfunctions - ship may be delayed until repairs effected

- If no repair facilities in port - ship may be allowed to sail but master to take account of malfunctions during voyage

This is a new regulation requiring navigational equipment to be adequately maintained so that it meets the functional capabilities laid down in the Chapter and the performance standards. Regulation 16 addresses companies and equipment manufacturers in ensuring that equipment can be properly maintained. Masters should note their responsibilities in 16.2 should any navigational equipment malfunction.

Paragraph 1 covers the Administration's role in ensuring maintenance arrangements are in place. By this is meant that proper manuals enabling on-board maintenance are available when appropriate and that companies have ensured a comprehensive back-up service including provision of both spares and maintenance engineers by manufacturers or their agents.

Interpretation of repair facilities being "readily available" is that no repair engineers or spares are available locally. The decision to allow the ship to sail would depend on the equipment involved and the magnitude of the malfunction and its effect on the ship being able to complete the voyage safely.

Question 5.

Are there adequate and up-to-date charts and publications, necessary for the voyage?

"Nautical chart" or "nautical publication" is a special-purpose map or book, or a specially compiled database from which such a map or book is derived, that is issued officially by or on the authority of a Government, authorized Hydrographic Office or other relevant Government institution and is designed to meet the requirements of marine navigation.

Requirements for Nautical Charts and Nautical Publications are given in SOLAS Chapter V Regulation 27.

Port State Control Officers when checking nautical charts should check for nautical publications, such as sailing directions, list of lights, notices to mariners, tide tables that will be required for the voyage and ensure all publications are corrected. All charts and publications for the voyage must be of the latest available edition and, be kept up to date from the latest relevant obtainable notices to mariners and radio navigational warnings.

Voyage plan should be referred to identify the required charts and publications.

In addition the following publications as mentioned on the record of equipment should be checked:

1. International Code of Signals
2. IAMSAR Manual, Volume III

All ships, irrespective of size shall have nautical charts and nautical publications to plan the ship's route for the voyage and to plot and monitor positions throughout the voyage.

Question 6.

Where Electronic Chart Display and Information System (ECDIS) is the primary means in lieu of paper charts is there a suitable back arrangement?

Where ECDIS is the only means available.

Verify that the ECDIS is the primary means as listed in the Record of Equipment Form and that it is an approved type with a certificate on board.

An Electronic Chart Display and Information System (ECDIS) which meets the performance standards of IMO Resolution A.817(19) may be accepted by a national administration, as complying with the up to date charts required by the current SOLAS regulation.

In the case of the ECDIS it is generally accepted that the back-up arrangements are either a second independent powered ECDIS or a portfolio of navigational charts. There is a requirement to use an appropriate portfolio of up to date paper charts when the area of operation is not yet covered by Electronic Navigational Charts but is covered by approved raster charts (RCDS mode). "Appropriate" is not clear and many flags define it differently and some leave it up to the Company SMS. For example are the masters and deck watch keeping officers able to produce appropriate documentation that generic and type-specific ECDIS familiarization has been undertaken. Neither "appropriate" nor "documentation" have been defined.

ECDIS must have approved back-up arrangements to ensure a safe transfer of the ECDIS functions in the event of ECDIS failure and to provide safe navigation for the remaining part of the voyage.

SOLAS Chapter V Regulation 19, paragraph 2.1.5. An electronic chart display and information system (ECDIS) may be accepted as meeting the carriage of chart requirements provided there is a back up arrangements on board.

Back-up arrangements for any electronic chart systems may be an appropriate folio of paper charts. PSCO should confirm this with the Record of Equipment for the Cargo Ship Safety Equipment Certificate.

- Back-up arrangement for ECDIS – provided (Paper Charts)
- Back-up arrangements for Electronic nautical publications.

The primary consideration must be that navigational safety is not compromised in the event of failure of the electronic chart system and that the vessel is able to navigate to a safe port.

Question 7.

Is there a record “ of navigational activities and incidents”?

SOLAS Chapter V Regulation 28.1 requires all ships engaged on international voyages shall keep on board a record of navigational activities and incidents which are of importance to safety of navigation and which must contain sufficient detail to restore a complete record of the voyage, taking into account the recommendations adopted by the Organization *. When such information is not maintained in the ship's log-book, it shall be maintained in another form approved by the Administration. Methods of recording should be permanent and may be handwritten, electronic or mechanical.

SOLAS Chapter V Regulation 28.2 requires that each ship of 500 gross tonnage and above, engaged on international voyages exceeding 48 hours, shall submit a daily report to its company, as defined in regulation IX/1, which shall retain it and all subsequent daily reports for the duration of the voyage. Daily reports may be transmitted by any means, provided that they are transmitted to the company as soon as practicable after determination of the position named in the report. Automated reporting systems may be used, provided that they include a recording function of their transmission and those functions interface with position-fixing equipment are subject to regular verification by the ship's master.

The report shall include the following:

- Ship's position;
- Ship's course and speed; and
- Details of any external or internal conditions that are affecting the ship's voyage or the normal safe operation of the ship.

Irrespective of the method of recording, ships should keep records for as long as the Administrative concerned requires, provided the fixed period is not less than one year.

* Refer to the Guidelines for recording events related to navigation adopted by the Organization by resolution A.916 (22).

Question 8.

Is there evidence of voyage planning?

Passage planning is necessary to support the bridge team and ensure that the ship can be navigated safely between ports from berth to berth. The passage plan should cover ocean, coastal and pilotage waters. PSCOs should take into consideration that the plan may need to be changed during the voyage; for example, the destination port may not have been known or may alter, or it may be necessary to amend the plan following consultation with the pilot.

PSCO may find passage planning on ships using a combination of electronic and paper charts. PSCO should ensure any one phase of the voyage should be undertaken using either all electronic or all paper charts rather than a mix of chart type.

PSCO may find a preliminary plan covering pilotage waters and the role of the bridge team, PSCO should ask to see the Pilot Card. This Card should contain information on draught and ships speed, checklist of equipment available and working.

SOLAS Chapter V Regulation 34 applies to all ships and requires that prior to proceeding to sea, the master shall ensure that the intended voyage has been planned using the appropriate nautical charts and nautical publications for the area concerned, taking into account the guidelines and recommendations developed by the IMO*.

It is important to note that Regulation 34 makes a properly prepared voyage plan mandatory and the plan is liable to be checked during port State control inspections.

PSCO should verify if the voyage plan with its details as approved by the master prior commencement of the voyage.

The voyage plan shall identify a route which:

1. Takes into account any relevant ships routing systems
2. Ensures sufficient sea room for the safe passage of the ship throughout the voyage
3. Anticipates all known navigational hazards and adverse weather conditions; and
4. Takes into account the marine environmental protection measures that apply, and avoids, as far as possible, actions and activities which could cause damage to the environment
5. Takes into account appropriate contingencies where necessary.

PSCOs should confirm that the Annex to IMO Resolution A.893(21), “Guidelines for Voyage Planning”, may be taken into account when preparing voyage plans.

The key elements of the Voyage Plan are:

Appraising all relevant information

Planning the intended voyage

Executing the plan taking account of prevailing conditions

Monitoring the vessel’s progress against the plan continuously

All of the above elements should be included in the plan, but PSCOs should note the main elements for inspection are Appraisal and Planning. Execution of the plan may be checked if the inspection takes place on the day of the departure.

*Refer to the Guidelines for voyage planning adopted by the IMO by resolution A.893(21) and STCW A-VIII/2. Part 2 – Voyage Planning.

Note: PSCO during the inspection may be told the next voyage is not confirmed, in that case the PSCO may ask to be shown the plan of the previous voyage.

Question 9.

Is a valid certificate of compliance (annual testing) of the VDR/S-VDR on board?

SOLAS Chapter V Regulation 18.8 requires that;

The voyage data recorder system, including all sensors, shall be subjected to an annual performance test. The manufacturer should carry out the test or a person authorized by the manufacturer to verify the accuracy, duration and recoverability of the recorded data. In addition, tests and inspections shall be conducted to determine the serviceability of all protective enclosures and devices fitted to aid location.

The PSCO should check that the ship has a certificate confirming that satisfactory checks have been carried out.

Onboard inspection of equipment to ensure batteries, enclosures and location aids are in good condition and operational. Successful completion of the maintenance routine should be recorded in the ship’s onboard planned maintenance log.

A 12-hour recording should cover an operational period when the majority of sensors will be exercised. E.g. arrival, disembarkation, embarkation and departure of a ro-ro ferry. Download of

this recorded data or exchange of recording medium. Offline analysis of recorded data by the manufacturer's certified representative to verify the accuracy, duration and recoverability of the recorded data.

A copy of the certificate of conformity or Voyage Data Recorder Performance Test Report issued by the testing facility, stating the date of compliance and the applicable performance standards, shall be retained on board the ship.

Question 10.

Can the master and watch keeping officers demonstrate entering voyage related information into the AIS?

AIS – IMO RESOLUTION A.917 (22) AUTOMATIC IDENTIFICATION SYSTEMS (AIS)

The AIS information transmitted by a ship is of three different types:

1. **Fixed, or static information**, which is entered into the AIS on installation and need only be changed if the ship changes its name or undergoes a major conversion from one ship type to another;
2. **Dynamic information**, which, apart from 'Navigational status' information, is automatically updated from the ship sensors connected to AIS; and
3. **Voyage-related information**, which might need to be manually entered and updated during the voyage.

AIS should always be in operation when ships are underway or at anchor. If the master believes that the continual operation of AIS might compromise the safety or security of his/her ship, the AIS may be switched off. This might be the case in sea areas where pirates and armed robbers are known to operate. Actions of this nature should always be recorded in the ship's logbook together with the reason for doing so. The master should however restart the AIS as soon as the source of danger has disappeared. If the AIS is shut-down, static data and voyage related information remains stored. Restart is done by switching on the power to the AIS unit. Ship's own data will be transmitted after a two minute initialization period. In ports AIS operation should be in accordance with port requirements.

The OOW or a dedicated officer, should manually input the following data at start of the voyage and whenever changes occur using the input device such as a keyboard:

- Ship's draught
- hazardous cargo;
- destination and ETA;
- route plan (way-points);
- the correct navigational status; and
- safety related short messages

In the case of any AIS malfunction an alarm is provided and the unit should stop transmitting.

PSCO may request ships officer to ask coastal shore stations or Vessel Traffic Service (VTS) to read the particulars as entered by the navigating officer on their AIS screen if fitted.

Question 11:

Is cargo on deck loaded so as not to obstruct the horizontal view of the sea surface forward of the beam?

Bridge design to meet the minimum specifications to ensuring good visibility. A vessels safety can depend upon being able to see ahead. All vessels are required to keep a proper look out to avoid collisions and avoid dangerous situations from developing.

A clear view in all directions is preferred, but it is essential to be able to see ahead, and especially directly ahead.

There should be no blind sector caused by cargo forward of the beam which obstructs the view of the sea surface as seen from the navigating and maneuvering workstation to exceed 10 degrees on each side of the bow and two ship lengths or 500 meters from the stem.

Question 12:

Can the master and watch keeping officers concerned with the operation of the steering gear able to demonstrate the change over procedures and operation of steering systems?

Reg. 26 applies to all ships, which proceed to sea. Regulation 26 summarizes the requirements for:

A simple operating instructions with a block diagram showing the change over procedures for remote steering gear control systems and steering gear power units where applicable, be permanently displayed on the navigating bridge and in the steering gear compartment.

- For testing steering gear prior to departure.
- Requirements for instructions.
- Officers competence in steering gear operation / maintenance.
- Requirements for testing emergency steering gear drills.
- Recording of tests and drills

The checks and tests shall include:

- The full movement of the rudder according to the required capabilities of the steering gear.
- A visual inspection for the steering gear and its connecting linkage; and
- The operation of the means of communication between the Navigation Bridge and steering gear compartment.

Masters, and all watch keeping personnel must be familiar with the procedure for changing over from automatic to manual steering as required by Regulation 26, and must ensure that sufficient time is allowed for the operation. The changeover from manual to automatic steering and vice-versa should be made by, or under the supervision of, the officer of the watch or the master.

All ships' officers concerned with the operation and/or maintenance of steering gear shall be familiar with the operation of the steering systems fitted on the ship and with the procedures for changing from one system to another.

THE REPORT OF CIC SOLAS Chapter V – Safety Of Navigation

Name of reporting Authority	AUSTRALIA
Total number of inspection	566
Total number of deficiencies	195
Total number of detention	1

Name of reporting Authority	ERITREA
Total number of inspection	4
Total number of deficiencies	4
Total number of detention	0

Name of reporting Authority	INDIA
Total number of inspection	67
Total number of deficiencies	17
Total number of Detentions	11

Name of reporting Authority	IRAN
Total number of inspection	246
Total number of deficiencies	159
Total number of detention	24

Name of reporting Authority	KENYA
Total number of inspection	10
Total number of deficiencies	8
Total number of detention	0

Name of reporting Authority	SOUTH AFRICA
Total number of inspection	37
Total number of deficiencies	4
Total number of detention	0

Name of reporting Authority	SRI LANKA
Total number of inspection	3
Total number of deficiencies	2
Total number of detention	1

Name of reporting Authority	SUDAN
Total number of inspection	25
Total number of deficiencies	1
Total number of detention	0

Name of reporting Authority	YEMEN
Total number of inspection	6
Total number of deficiencies	2
Total number of detention	0

All Reporting Authorities

Total number of inspection	964
Total number of deficiencies	392
Total number of detention	37