RSI Responsible
Shipping Initiative

3 Dec 2019 / RSI Shipinspection

RSI Vessel Inspection Checklist - duplicate

Incomplete

Inspection score	Failed items	Created actions
0%	**0**	**0**

Vessel name
Unanswered

Port
Unanswered

Conducted on
🗓 3rd Dec, 2019

Prepared by
RSI Shipinspection

Unanswered

Disclaimer

The Inspector believes the information contained within this Marine Inspection Report to be correct at the time of printing.

The Inspector does not accept responsibility for any consequences arising from the use of the information herein.

The report is based on matters which were observed or came to the attention of the Inspector during the day of the inspection.

Abbreviations

In the Marine Inspection Report the abbreviations used are:

AIS - Automatic identification system
ARPA - Automatic radar plotting aid
BA - Breathing apparatus
CCTV - Closed circuit television
COSHH - Control of Substances Hazardous to Health
CSO - Company security officer
DPA - Designated person ashore
DSC - Digital selective calling
EEBDs - Emergency escape breathing device's
FRC - Fast rescue craft
GMDSS - Global maritime distress and safety system
H&M - Hull & machinery
HSE - Health Safety Environment
HV - High voltage
ICS - International Chamber of Shipping
IMO - International Maritime Organization
IOPP - International Oil Pollution Prevention Certificate
ISM - International Safety Management
ISPS - International Ship & Port Facility Security Code
LOA - Length overall
LSA - Life-saving appliance
MARPOL - Prevention of Oil Pollution Regulations
MOB - Man overboard
NA - Not applicable
NS - Not seen
OWS - Oily water separator
P&I - Protection and indemnity
PMS - Planned Maintenance System
POB - Personnel onboard
PPE - Personal protective equipment
PTW - Permit to work
SECA - Sulphur emission control area
SMPEP - Shipboard Marine Pollution Emergency Response Plan
SMS - Safety management system
SOLAS - International Convention for the Safety of Life at Sea
SOPEP - Shipboard Oil Pollution Emergency Response Plan
SSO - Ship security officer
STCW - International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
SWL - Safe working load
UMS - Unmanned machinery space
VHF - Very high frequency

1 - Vessel Particulars

1.1 - Name of Vessel
Unanswered
1.2 - IMO number
Unanswered
1.3 - Previous name(s)
Unanswered
1.4 - Vessel owner
Unanswered
1.5 - Address
Unanswered
1.6 - Telephone
Unanswered
1.7 - E-mail
Unanswered
1.8 - Company IMO number
Unanswered
1.9 - Vessel Operator (if different from vessel owner)
Unanswered
1.10 - Address
Unanswered
1.11 - Telephone
Unanswered
1.12 - E-mail
Unanswered
1.13 - IMO Number
Unanswered
1.14 - Date current vessel operator assumed responsibility for vessel
Unanswered
1.15 - Manning Agent (if different from operator)
Unanswered
1.16 - Address
Unanswered
1.17 - Telephone
Unanswered

1.18 - E-mail Unanswered	
1.19 - Flag Unanswered	
1.20 - (if the vessel has changed flag within the past six months, report date of change and previous flag in 'Additional comments')	Unanswered
1.21 - Port of registry Unanswered	
1.22 - Classification society (if vessel has changed class within the past six months, report date of change and previous classification society, in'Additional comments')	Unanswered
1.23 - Class ID number Unanswered	
1.24 - Number of generators Unanswered	
1.25 - Bow thruster fitted (number and type) Unanswered	
1.26 - Stern thrusters fitted (number and type) Unanswered	
1.27 - Type of bunkers Unanswered	
1.28 - Call sign Unanswered	
1.29 - Date of last owner's/operator's superintendent's visit to vessel Unanswered	
1.30 - Name of the vessel's P&I club Unanswered	
1.31 - Date of last port state inspection (see also 2.3 below) Unanswered	
1.32 - Name and contact details for designated person ashore (DPA) Unanswered	
1.33 - Date of last dry docking or in water survey Unanswered	
1.34 - Location of last dry docking or in water survey Unanswered	
1.35 - Date next dry docking due Unanswered	

2 - Port State Controls

2.1 - Has the vessel been subject to a port state inspection within the last 24 months?	Unanswered

1. Where and when the inspection was carried out.
2. If a copy of the report is held onboard.
3. If there were any significant non-conformances and/or detention procedures

2.2 - Have any deficiencies from the port state control inspection been addressed and closed out?	Unanswered

List any deficiencies from the inspection which have not been closed out.

3 - Certification

3.1 - Is the vessel clear of conditions of class and any safety related memoranda?	Unanswered
Give details of conditions of class outstanding and any safety related memoranda.	
3.2 - Is the chain register/lifting appliances register up to date?	Unanswered
Items such as cranes, derricks and pad eyes must be clearly marked with their SWL	
Test certificates should be onboard for all items of lifting equipment including chain blocks, strops, ropes, shackles (NB: may have a batch certificate for small shackles).	

4 - Index of Certificates

4.1 - AIS Annual Test Certificate – SOLAS Reg V/18.9	Unanswered
4.2 - Ballast Water Management Plan	Unanswered
4.3 - Bunker Oil Civil Liability Certificate (Bunker Convention 2001 Art 7)	Unanswered
4.4 - Cargo Ship Safety Construction Certificate (SOLAS Reg 1/12)	Unanswered
4.5 - Cargo Ship Safety Equipment Certificate (SOLAS Reg 1/12)	Unanswered
4.6 - Cargo Ship Safety Radio Certificate (SOLAS Reg 1/12)	Unanswered
4.7 - Certificate of Classification	Unanswered
4.8 - Certificate of Registry – CLOS Art 91.	Unanswered
4.9 - Continuous Synopsis Record (SOLAS Reg XI-1/5)	Unanswered
4.10 - Document of Compliance (copy)(SOLAS/ISM Para 13)	Unanswered
4.11 - Employer Liability Insurance Certificate	Unanswered
4.12 - H&M Insurance certificate	Unanswered
4.13 - International Air Pollution Prevention Certificate	Unanswered
4.14 - International Anti-fouling/TBT Free – if applicable AFS Convention Ann Reg 2(1)	Unanswered
4.15 - International Energy Efficiency Certificate - MARPOL VI Reg 6	Unanswered
4.16 - International Load Line Certificate (Load Line Convention)	Unanswered
4.17 - International Oil Pollution Prevention Certificate (MARPOL I)	Unanswered
4.18 - International Sewage Pollution Prevention Certificate (MARPOL IV)	Unanswered
4.19 - International Ship Security Certificate (SOLAS Reg XI-2/9.1.1/ISPS Code Part A)	Unanswered
4.20 - International Tonnage Certificate (1969) (Tonnage Convention Art 7)	Unanswered
4.21 - LRIT Conformance Test Report - SOLAS Reg V/19-1	Unanswered
4.22 - Maritime Labour Convention Certificate / Declaration of Maritime Labour Compliance (DMLC) Part 1 and 2 (MLC Reg 5.1.3)	Unanswered
4.23 - Minimum Safe Manning Document (SOLAS Reg V/14.2)	Unanswered

4.24 - Potable Water Quality Test Certificate	Unanswered
4.25 - Protection & Indemnity Insurance Certificate	Unanswered
4.26 - Radio Licence (ITUC Ch.V Reg 18)	Unanswered
4.27 - Radio Survey (Annual)	Unanswered
4.28 - Safety Management Certificate (ISM Para 13)	Unanswered
4.29 - Ship Energy Efficiency Management Plan (SEEMP)(MARPOL VI Reg 22)	Unanswered
4.30 - Shipboard Marine Pollution Emergency Plan (MARPOL I Reg 37)	Unanswered
4.31 - Ship Sanitation Control Certificate /Exemption Certificate (IHR 2005)	Unanswered
4.32 - Shore Based Maintenance Certificate (GMDSS)(SOLAS IV Reg 15)	Unanswered
4.33 - Voyage Data Recorder Annual Performance Test Certificate (SOLAS Reg V/18.8)	Unanswered
All Certificate should be checked with respect to the expiry date and any endorsements on the certificate. Any error in Certification or documentation will result in a NO answer, supported by an observation. If any certificate is interim, make a note on expiry date.	

5 - ISM

5.1 - Does the vessel have an ISM Safety Management Certificate?	Unanswered
Review most recent internal audit. Confirm that any proposed corrective actions have been implemented.	
5.2 - Are the DPA details available?	Unanswered
Confirm that the correct details of designated person ashore (DPA) are displayed prominently.	
5.3 - Does the vessel display current health, safety and environment policies signed by management?	Unanswered
Crew should be aware of current health, safety and environmental policies.	
5.4 - Is there a common language spoken onboard?	Unanswered
If there is not a common language is provision made for critical safety and security information to be relayed internally between the crew? Note the common language.	
Are signs and warning notices in a language(s) understood by all?	
5.5 - Are arrangements in place to ensure efficient communication between personnel on the vessel and third parties?	Unanswered
Are OOW's able to communicate in English?	
5.6 - Does the vessel operator have a drug and alcohol policy?	Unanswered
Comment on how the operation of the policy is monitored and managed.	
Note the maximum allowed levels and frequency of drug and alcohol tests.	
5.7 - Is there evidence that the crew is fully involved in the safety management?	Unanswered
Comment by example of evidence that the crew is fully involved in safety management?	
Is there a ship safety committee?	
Safety meetings - note the stated frequency of the meetings and verify by reference to the minutes.	
Is there evidence of issues being identified and closed?	

6 - HSE

6.1 - Is there evidence of full compliance with the company's HSE management system?	Unanswered

1. Comment on whether key personnel appear to have knowledge of the safety management system appropriate to their duties.
2. Sufficient crew should be onboard at time of inspection trained to handle emergency situations. Check that procedures address minimum manning requirements in port.
3. Check that procedures address minimum manning requirements in port.
4. All loose gear on and below deck should be safely secured.
5. Smoking regulations should be in place and complied with.
6. Safety signs and relevant safety information should be prominently displayed.

6.2 - Is there evidence of full compliance with the company's personal protective equipment policy?	Unanswered

1. Does the company have a personal protective equipment policy?
2. Comment on evidence of compliance.

6.3 - Are personnel joining the vessel given an appropriate safety familiarization?	Unanswered

Check record of familiarization and knowledge of crew.

6.4 - Does the vessel have a system for reporting and recording incidents, accidents and near misses?	Unanswered

Check reports, if no reports are available onboard mark NO.

6.5 - Do vessel specific emergency procedures exist covering, for example, fire, explosion, grounding, pollution?	Unanswered
6.6 - Are emergency drills routinely conducted with all vessel crews?	Unanswered

Assess familiarity of officers and crew with the procedures.

6.7 - Is a permit to work (PTW) system in use onboard?	Unanswered

Comment on the types of tasks covered by permits eg.

- Working at Height
- Diving
- Hot Work
- Radiation/electrical hazards
- Fuelling/bunkering
- Enclosed Space Access
- Stored energy eg. pressurised systems, tensioned lifting systems

1. How are risk assessments linked to the permit system?
2. At the time of inspection, comment on the number of tasks managed by permit.
3. The inspector should try to confirm that the relevant permit controls are in place at the worksite.

6.8 - Are enclosed spaces and controls for entry identified onboard?	Unanswered

Are entry permit system in use (to include testing of atmosphere for oxygen and toxic gases) with records available for inspection.

Are atmosphere test conducted both before and during the access period.

6.9 - What is the date of last enclosed space entry drill? Unanswered	

6.10 - Are specific procedures used for hot work?	Unanswered

Are spare gas and oxygen bottles stored apart in dedicated storage lockers that are clearly marked and in a well-ventilated position outside accommodation and engine room.
• Comment on the system in use.
• Comment on the system requirements for PPE and confirm that the required equipment is available for use.

6.11 - Is the vessel provided with its own safe means of access?	Unanswered

1. Gangway should be available for use, free from defect and, when in use, should be properly rigged and attended with a safety net and a life buoy with lifeline placed near the gangway or accommodation ladder.
2. Pilot ladders should be available for use, free from defect and properly rigged. If not in use, ladders should be properly stowed to minimise damage.

6.12 - Is there evidence that safe working practices are being consistently applied to machinery spaces?	Unanswered

1. Are safety inspections conducted that include machinery spaces?
2. Are warning signs in place indicating where hearing protection is required?
3. Do engine room machine tools have eye protection measures in place?
4. Are guards in place on exposed shafts/gears?
5. Are emergency escape routes clearly marked, unobstructed and well lit?

6.13 - Is there a set of chief engineer's standing orders posted and countersigned?	Unanswered

1. Comment on whether machinery space PPE requirements are specified and complied with;
2. Does the chief engineer maintain a night order book? If so, this should be checked as providing instruction for situations likely to be encountered;
3. Has the chief engineer written his own standing orders and are night orders being completed? Have the watch engineers countersigned the chief engineer's standing and night orders as read and understood?
4. Watertight doors should be in full working order and operating/warning notices posted.

7 - Security (ISPS)

7 - Security

7.1 - Does the vessel have an approved Ship Security Plan that meets ISPS requirements?	Unanswered
Note: Inspectors are not authorised to see individual ship security plans and should not request to view them. 1. Verify a valid International Ship Security Certificate is being carried onboard.	
7.2 - Is there an appointed Ship Security Officer and Company Security Officer?	Unanswered
1. Verify there is a company appointed Security Officer. All vessels are required to have an officially appointed Ship Security Officer. 2. Verify that the Ship Security Officer has been formally trained and certificated for ISPS Ship Security Officer roles.	
7.3 - Is the ship security operating level clearly indicated to all personnel?	Unanswered
Verify that ship operational security level is clearly communicated to all personnel and how.	
7.4 - Does the vessel have specific port security procedures covering visitors, storing and vessel gangway watchkeeping requirements?	Unanswered
Give details on how the inspector was challenged when boarding.	
7.5 - Is a visitors'log maintained and comment on where this is located when the vessel is in port?	Unanswered
7.6 - Is a gangway watch maintained?	Unanswered
7.7 - Is there a signage indicating "No visitors" at the gangway?	Unanswered

8 - Crew Management

8.1 - Does the manning level meet or exceed that required by the Minimum Safe Manning Document?	Unanswered
Record the required manning and the Actual manning in Comments	
8.2 - Are all officers certificates valid for their rank.	Unanswered
1. Check flag state administration acceptance. 2. Check radio licences for all deck officers. 3. If ECDIS is primary means of navigation, all deck officers must possess ECDIS certificates.	
8.3 - Are the crew's medical certificates valid?	Unanswered
1. Comment if medical certificates are out of date or not held 2. This question relates to the Medical Examination for Seafarers and not the Certificate for Medical care providers in the crew.	
8.4 - Are all crew members engaged through authorised contracts?	Unanswered
Contracts should be in accordance with requirements of Maritime Labour Convention 2006.	
8.5 - Is there a common formal hours of rest record maintained and is it used correctly	Unanswered
1. Review evidence of compliance 2. To be in accordance with STCW requirements	
8.6 - Are crew members covered by an appropriate company insurance policy?	Unanswered
State whether there is a copy of the insurance policy publicly displayed.	

9 - Life Saving Appliances

9.1 - Are survival craft operational and defect free?	Unanswered

1. Are lifeboats ready for immediate use?
2. Are they Internally clean, dry and tidy?
3. Are equipment suitably secured?
4. Is all equipment readily accessible, including medicines not stowed on board?
5. Are contents of lockers clearly identified?
6. Are communications equipment, where fitted, operable?
7. Is lifeboat operating instructions prominently displayed?
8. Are food and water, and pyrotechnics within their expiredate.
WARNING: Lifeboats should be secured by a fall arrestor device before any internal inspection is carried out.

9.2 - Are survival craft (including liferafts) planned maintenance tasks up to date?	Unanswered

1. Have lifeboats been lowered as appropriate for the lifeboat type?
2. Have engines and electrical equipment been tested?
3. Are lowering equipment and associated items operational and defect free?
4. Is there a maintenance and test schedule for lifeboat on-load release gear?
5. Does the liferafts have valid inspection certificate(s)

9.3 - Are all life rafts available for immediate use?	Unanswered

1. Are life rafts stowed as per the LSA plans?
2. Are boarding ladders in good condition (check for missing steps, rope deterioration and lashings where required)?
3. Are hydrostatic releases, if fitted, correctly attached, in good condition and in date?
4. Are life rafts operating instructions prominently displayed?

9.4 - Are muster lists posted and correct?	Unanswered

9.5 - Are sufficient immersion suits available?	Unanswered

In accordance with MSC 152 (78) amendment to SOLAS Chapter III Regulation 23.3
Where required, are there sufficient numbers and sizes of immersion suits for the crew?

9.6 - Are sufficient life jackets available?	Unanswered

1. Where required are there sufficient numbers and sizes of life jackets for the crew?
2. Are the life jackets of the appropriate type ie. automatic inflation etc.
3. Are emergency use life jackets located in remote positions for emergency use?

9.7 - Is the man overboard/rescue boat, where fitted, operational and defect free?	Unanswered

1. Have the crew received onboard training in MOB use and hazards to SOLAS requirements?
2. Is personal protective equipment provided for all crew?
3. Is launching apparatus operational and defect free?
4. Is communications equipment operable?
5. Check condition of spare fuel storage cans/tanks and suitability of storage location.

9.8 - Are training manuals onboard describing LSA equipment and its correct operation?	Unanswered

1. Do the manuals provide equipment-specific information relevant to installed equipment? 2. Are manuals in a language understood by vessel personnel?

9.9 - Are ship-specific life-saving equipment maintenance instructions available?	Unanswered

Are the manuals in a language understood by vessel personnel?

9.10 - Is available LSA equipment free from defects?	Unanswered
9.11 - Is there a ship specific plan and procedure for the recovery of persons from the water?	Unanswered

In accordance with SOLAS Reg III/17-I with effect from 1 July 2014. 1. Comment on completeness of available procedures. 2. Comment on crew's awareness of the procedures.

10 - Fire Fighting Appliances

10.1 - Is the vessel provided with fixed fire fighting equipment in accordance with applicable regulations for vessel type?	Unanswered

1. Fire mains, pumps, hoses and nozzles should be available for use and defect free.
2. Emergency fire pump should be fully operational.
3. Starting instructions should be clearly displayed.
4. International ship/shore fire connection should be readily available and its location clearly marked.
5. Operating instructions for fixed systems should be clearly displayed.
6. Isolating valves in fire/foam system lines should be clearly marked and operational.
7. Fixed firefighting system activation keys/controls to be available under suitable control procedures.

10.2 - Is sufficient firefighting equipment available for use and defect free?	Unanswered

1. Portable fire extinguishers should be in apparent good order with operating instructions clearly marked.
2. Firemen's outfits including breathing apparatus should be in good condition and ready for immediate use.
3. Breathing apparatus sets should be ready for immediate use with fully charged air bottles.
4. Sufficient fully charged spare air bottles should be available.
5. Are EEBDs available, charged and crew trained?

10.3 - Are records of firefighting equipment maintenance available?	Unanswered

Inspection records and inventory lists should be maintained and kept up to date

10.4 - Are fire detection system fully operational and tested regularly?	Unanswered

Establish operational condition of fire detection and alarm systems throughout vessel.

10.5 - Are measures in place to effectively isolate ventilation to enclosed spaces, e.g. engine room, accommodation, galley, storerooms?	Unanswered

1. Vent fan stops should be operational (spot check) and clearly marked.
2. Closing devices should have maintenance and testing programmes in place.
3. Are smoke control/clearance procedures available and understood by crew?

10.6 - Are vessel specific manuals and plans for fire-fighting equipment available and up to date?	Unanswered

1. Do all plans have the same revision number?
2. Are ship-specific fire training manuals available in a language understood by crew as required by SOLAS Reg II-2/15.2.3?
3. Are fire control plans exhibited within the accommodation and available outside the accommodation?

10.7 - Are a minimum of two, intrinsically safe, two-way portable radios for each fire party for fire-fighters communication available onboard? (For vessels constructed on or after 1 July 2014)	Unanswered

In accordance with MSC91/22Add1. Ships constructed before 1 July 2014 shall comply with the requirements of this paragraph not later than the first survey after 1 July 2018.

11 - Pollution Prevention

11.1 - Are SOPEP/SMPEP drills held at regular intervals?	Unanswered
Date of last SOPEP drill Unanswered	
Comment on interval and date of last drill:	
11.2 - Are arrangements in place to prevent any spillage entering the water?	Unanswered
1. Anti-pollution warning notices should be posted. 2. Unused bunker pipeline connections, drains and vents and unused gauge stems should be suitably blanked or capped. 3. Suitable containment should be fitted around hydraulic deck machinery. 4. During fuel transfer operations, scuppers should be plugged or dammed 5. Are there arrangements in place to prevent spillages from tank vents? 6. Emergency bilge suction valves should be suitably marked and specific warning notices posted to safeguard against the accidental opening. They can also be fitted with a visible tag which does not prevent the operation of the valve. 7. Comment on evidence of any leaks noticed during inspection. 8. What pollution prevention equipment is available for immediate use?	
11.3 - Is the bilge oily water separator (OWS)/filtering system in good working order?	Unanswered
1. Confirm that the OWS is functional. 2. Comment on last test and any OWS planned maintenance outstanding. 3. Are notices posted to warn of the dangers of the accidental opening of the overboard discharge valve? 4. Has the OWS been fitted with an automatic stopping device?	
11.4 - Does the vessel have a waste/ garbage management plan?	Unanswered
1. Does the plan contain procedures for the collecting, storage, processing and disposing of garbage? 2. Are the garbage disposal records complete and up to date?	
11.5 - Does the vessel have a ballast water management plan?	Unanswered
Is the plan approved by the relevant flag state or classification society?	
11.6 - Are oil record book(s) correctly completed and up to date?	Unanswered
Are oil record book(s) correctly completed and up to date?	
11.7 - Is a fuel changeover procedure for entering Sulphur Emission Control Area (SECA) available and are records kept that this is being implemented?	Unanswered
Is there evidence that if required the procedure is controlled adequately?	
11.8 - Is a Shipboard Energy Efficiency Management Plan available onboard and is it implemented and maintained?	Unanswered

12 - General Appearance

12.1 - Are there arrangements in place to address the general condition, visual appearance and cleanliness of the hull?	Unanswered

1. Are all hull markings, namely vessel name, loadlines, draft marks and warning signs, correctly placed and legible?
2. Comment on whether hull is visibly free of extensive coating breakdown.
3. Hull should be free of fractures or indentations which may significantly weaken the structure or affect the watertight integrity.

12.2 - Are there arrangements in place to address the general condition, visual appearance and cleanliness of the weather decks?	Unanswered

1. The deck should be well lit.
2. Chain locker doors should be firmly battened down.
3. Forecastle space, lockers and holds should be free of water.
4. Ladders and walkways should be in good condition.
5. Inspection of weather decks should include checking for any evidence of wastage, structural problems, collision contact or distortion from heavy weather on fore end of accommodation.
6. Check condition of wood sheathing and T-bars.

1.3 - Are all deck openings, including watertight doors and portholes, defect free and capable of being properly secured?	Unanswered

1. Bridge windows should be effectively sealed and, where vulnerable to wave action, provided with shutters.
2. Are vents and air pipes on freeboard deck in good condition and fitted with closing devices to prevent ingress of water?
3. Closing devices, packing material and locking arrangements should be complete and free of defects.
4. Securing arrangements of ends of vessel's own anchor chains, when visually accessible, are unobstructed.
5. Chain locker doors should firmly battened down.

12.4 - Are there arrangements in place to address the general condition, visual appearance and cleanliness of the accommodation?	Unanswered

1. Alleyways should be free of obstructions and areas of low headroom to be properly marked.
2. All exits, including escape routes, should be clearly marked.
3. Fittings such as central radio and TV antennas, lights, emergency lighting, domestic piping and isolation valves, should be identified and in apparent good physical condition.
4. Check for any improvised rigging of radio/TV aerials or antennas.

12.5 - Are food storerooms, handling and refrigerated spaces, galleys, mess rooms and pantries clean and tidy?	Unanswered

1. Are galley, fridge and storeroom decks clean, dry and free from defects?
2. Refrigerated spaces should be maintained at an appropriate temperature: frozen meat 15/ 18°C, fish room 18/25°C, veg. +2/+4°C, flour <8°C, deep freeze 18°C.
3. Galley fire extinguishing systems should be available for immediate use and free of defects. The catering workforce should be aware of locations and means of operation.
4. Food preparation areas should be tidy and clean.
5. Food storerooms and refrigerated spaces should be in a hygienic condition. Carry out random check of food stocks to ensure stock is being rotated and is not out of date.

12.6 - Is there evidence to show that the vessel is free of animal or insect infestation?	Unanswered

Comment on procedures in place to address the potential for animal or insect infestation?

12.7 - Is the hospital clean and tidy? (If applicable)	Unanswered

1. Hospital should be ready for immediate use.
2. First aid kits should be readily available.
3. Oxygen resuscitation equipment should be available for immediate use where fitted.
4. If a Defibrillator is carried is it in full working order?
5. Comment on how medical stores are verified and checked.

13 - Bridge, Navigation and Communication Equipment

13.1 - Are vessel manoeuvering characteristics clearly displayed?	Unanswered
Vessel manoeuvring characteristics should be displayed on the bridge.	
13.2 - Are auto, manual and emergency steering changeover procedures displayed?	Unanswered
Comment on legibility, ease of access and completeness	
13.3 - Is the deck logbook fully maintained in ink, both at sea and in port?	Unanswered
Logbooks books should be checked to ensure that rough logs in pencil are not being maintained and that the logbooks are up to date, with entries properly made in ink. in accordance with SOLAS Reg II and III.	
13.4 - Has the Master written his/her own standing orders and are night orders being completed?	Unanswered
Have deck officers countersigned the Master's standing orders and night orders as being read and understood?	
13.5 - Has a system been established to ensure that nautical publications, charts and information are both onboard and current?	Unanswered
13.5.1 - Date of latest Notice to Mariners Unanswered	
1. Latest notices to mariners should be onboard and dated within previous two months. 2. Charts in use should be appropriate for the port. 3. If ECDIS is fitted and in use have all corrections been uploaded and recorded? (See IMO MSC.1/Circular. 1503 dated 24 July 2015 - ECDIS - Guidance for Good Practice) 4. Comment on the system used to ensure that light lists, tide tables, pilot books, nautical almanac, charts catalogue and ship's routeing are the current editions.	
13.6 - Is a comprehensive passage plan available for the previous voyage and did it cover the full voyage from berth to berth?	Unanswered
Passage plan should include:	
▬ Tracks with heading notation	
▬ Leading lines, parallel index distances	
▬ Waypoints with wheel over positions, when applicable	
▬ Danger areas	
▬ Expected under keel clearance in shallow water areas, as well as Squat	
▬ Identification of features to be used in position fixing	

⊟ Air draft and overhead clearance	
1. Passage plan should be prepared by an appropriate officer and verified by Master. 2. Passage plan information should be readily available for watchkeepers' use. 3. If the vessel is equipped with ECDIS, the full passage plan must be entered in the ECDIS. 4. Note the system of passage planning in use and how the passage plan is produced, whether this is manually or by computer.	
13.7 - Is gyro and magnetic compass error log maintained and up to date?	Unanswered
13.7.1 - Date of last compass deviation Unanswered	
Deviation curve(s) should be displayed.	
13.8 - Is radio and communications equipment available for use and free from defects?	Unanswered
1. Are instructions for operating the digital selective calling (DSC) and satellite communications equipment in an emergency clearly displayed? 2. Are the vessel's call sign and Inmarsat ship station identity clearly marked on the radio installation?	
13.9 - Is a maintenance programme for radio and electronic equipment in place?	Unanswered
Outline the maintenance programme followed, e.g. onboard maintenance by competent person or by maintenance contract, etc.	
13.10 - Are GMDSS logs maintained and up to date?	Unanswered
Verify that the GMDSS log is being maintained.	
13.11 - Is all equipment, including bridge, communication and navigation equipment as listed in SOLAS available for use and free from defect?	Unanswered
Note any deficiencies in equipment	

14 - Machinery Space

14.1 - Are main, auxiliary and emergency plant reported to be fully operational?	Unanswered
1. All fluid transfer and storage systems, e.g. hydraulic oil, oil fuel, cooling water and water supplied for domestic purposes, should be leak-free. 2. Record those items of machinery not operational, and why.	
14.2 - Is there a planned maintenance system in use?	Unanswered
1. Note type of system in use. 2. Comment on number of routines outstanding 3. Is an inventory of spare parts being maintained?	
14.3 - Is the engine logbook fully maintained in ink, both at sea and in port?	Unanswered
Compare entries in the main logbook with entries in the rough log.	
14.4 - Are hot surfaces and exposed lagging free of any evidence of fuel, hydraulic or lubricating oil?	Unanswered
1. All lagging should be free from oil, grease or other flammable contaminants and maintained without exposed hot surfaces. 2. Check that there are no potential sources of ignition in the vicinity of fuel, hydraulic and lubricating oil pipes. 3. Check that there are no unlagged/exposed hot surfaces above 220 degrees C in the vicinity of fuel, hydraulic and lubricating oil pipes. All machinery insulation and shielding should be properly fitted and fit for purpose.	
14.5 - Are main switchboard, generators and critical electrical equipment protected against water spray?	Unanswered
Risk due to water spray in the event of failure of sea water pipes including fire mains and hydrants should be assessed. If main switchboard is not located in engine control room or other protective location, note in 'comments'.	
14.6 - Are emergency electrical power supplies fully operational?	Unanswered
1. Emergency starting arrangements should be regularly tested and proved to be operational. 2. Instructions should be available to maintain/ restore main plant in the event of emergency. 3. There should be records of equipment being regularly tested. 4. Emergency generator fuel tank should be fully charged. 5. Concise starting instructions for emergency generator should be clearly displayed.	
14.7 - Is the bilge system operational?	Unanswered
1. Are the engine room bilge oily water pumping and disposal arrangements available for use? 2. Bilge system normal discharge should be via OWS without bypass and not directly overboard. 3. Are emergency bilge pumping arrangements ready for immediate use; is the emergency bilge suction clearly identified and, where fitted, is the emergency overboard discharge valve provided with a notice warning against accidental opening? 4. Bilge level alarms should be regularly tested and records maintained. 5. Check that the Oil Record Book is correctly completed for bilge pumping operations	

14.8 - Is the steering gear/steering compartment free from defects?	Unanswered
1. Emergency steering gear should have been tested quarterly and tests recorded - last test date? 2. Instructions for the changeover of steering gear from remote to local operation should be clearly displayed in steering flat. 3. Access to steering gear should be unobstructed. 4. The steering gear save-all should be free of spilt oil.	
14.9 - Are all machinery spaces clean and free from obvious leaks?	Unanswered
Comment on general condition of machinery spaces.	

15 - Mooring and Lifting Equipment

15.1 - Are mooring practices appropriate for the size of vessel?	Unanswered
1. Are mooring lines secured to bitts and not to drum ends? 2. Is the vessel securely moored at berth with moorings arranged to take into account anticipated conditions?	
15.2 - Is all mooring equipment available for use and defect free?	Unanswered
1. Deadmen and roller fairleads should be well greased and free to turn with little evidence of grooving. 2. Winch seatings and connections to deck should be sound. 3. Comment on the conditions of all mooring equipment, brakes, wires and lines.	
15.3 - Are anchors, cables and securing arrangements available for use and defect free?	Unanswered
1. Anchor chain stoppers should be available for use and defect free; 2. Anchors should be cleared and ready for immediate use during port entry. 3. Chain locker spurling pipe cover(s) should be in place at sea to prevent chain locker flooding. 4. Comment on general state of anchor(s) and cable(s).	
15.4 - Does the company have a lifting equipment management system in place?	Unanswered
1. Comment on system in use and include procedure for quarantining defective equipment. 2. Check that it is being adhered to, i.e. no evidence of wrong colour/non-coded equipment in use, that non-coded/wrong colour equipment is segregated and access to same denied.	

16 - Construction and Stability

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16.1 - Is there an approved stability book?	Unanswered
Approved stability book should be available including damage stability.	
16.2 - Are procedures in place to govern vessel stability through all stages of the operation?	Unanswered
1. Are records kept of previous loading conditions and stability calculations? 2. Note how the officer in charge can establish stability conditions without extensive calculations.	