

RSI Vessel Inspection Checklist

M/V _____

The inspection was requested by: _____

The inspection was carried out in:

_____ the _____ of _____ 20____.

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1 - VESSEL PARTICULARS

Vessel Particulars		
1.1	Previous name(s)	
1.2	Flag	
1.3	(if the vessel has changed flag within the past six months, report date of change and previous flag in 'Additional comments')	
1.4	Port of registry	
<i>Vessel Owner as stated on Continuous Synopsis Record (CSR)</i>		
1.5	Vessel owner	
1.6	Registered Owner IMO number	
<i>ISM Manager as stated on Continuous Synopsis Record (CSR)</i>		
1.7	ISM Manager (if different from vessel owner)	
1.8	ISM Manager IMO Number	
1.9	Date current vessel operator assumed responsibility for vessel	
1.10	Type of bunkers	
1.11	Has the Owner/Operator visit the vessel during the last six months?	
1.12	Date of last dry docking or in water survey	
1.13	Date next dry docking due	
	Additional Comments	

2 – PORT STATE CONTROLS

Port State Controls					
2.1	Has the vessel been subject to a port state inspection within the last 24 months?		Yes	No	
	<i>Date of last PSC:</i>				
	<i>Location of last PSC:</i>				
	<i>Inspector to comment on:</i> 1. <i>If a copy of the report is held onboard.</i> 2. <i>If there were any significant non-conformances and/or detention procedures</i>				
2.2	Have any deficiencies from the port state control inspection been addressed and closed out?		Yes	No	NA
	<i>List any deficiencies from the inspection which have not been closed out.</i>				
	Additional Comments				

3 – CLASSIFICATION & INSURANCE

Certification					
3.1	Is the Vessel issued with a Certificate of Classification		Yes	No	
	<i>Name of Classification Society:</i>				
3.2	Is the classification society a member of IACS?		Yes	No	
	<i>IACS Members:</i> <ul style="list-style-type: none"> <input type="checkbox"/> American Bureau of Shipping (ABS) <input type="checkbox"/> Bureau Veritas (BV), <input type="checkbox"/> China Classification Society (CCS) <input type="checkbox"/> Croatian Register of Shipping (CRS), <input type="checkbox"/> Det Norske Veritas (DNV) <input type="checkbox"/> Germanischer Lloyd (GL), <input type="checkbox"/> Indian Register of Shipping (IRS) <input type="checkbox"/> Korean Register of Shipping (KR) <input type="checkbox"/> Lloyd's Register (LR) <input type="checkbox"/> Nippon Kaiji Kyokai (Class NK) <input type="checkbox"/> Polish Register of Shipping (PRS) <input type="checkbox"/> Registro Italiano Navale (RINA) 				
3.3	Is the vessel clear of conditions of class and any safety related memoranda?		Yes	No	
	<i>Give details of conditions of class outstanding and any safety related memoranda.</i>				
3.4	Is there a Class Status Report less than three months old onboard?	NON SCORING	Yes	No	
3.5	Is the Vessel issued with a P&I Certificate?		Yes	No	
	<i>Name of P&I Club:</i>				
3.6	Is the Vessel issued with an Employer Liability Insurance Certificate?		Yes	No	
3.7	Is the Vessel issued with a H&M Insurance Certificate?		Yes	No	
3.8	Is the Vessel issued with a Bunker Oil Civil Liability Certificate (Bunker Convention 2001 Art 7)		Yes	No	
	Additional Comments				

4 - INDEX OF CERTIFICATES

Index of Certificates					
Number	Certificate	Notes	Yes	No	N/A
4.1	AIS Annual Test Certificate – SOLAS Reg V/18.9				
4.2	Ballast Water Management Plan				
4.3	Cargo Ship Safety Construction Certificate (SOLAS Reg 1/12)				
4.4	Cargo Ship Safety Equipment Certificate (SOLAS Reg 1/12)				
4.5	Cargo Ship Safety Radio Certificate (SOLAS Reg 1/12)				
4.6	Certificate of Registry – CLOS Art 91.				
4.7	Continuous Synopsis Record (SOLAS Reg XI-1/5)				
4.8	Document of Compliance (copy)(SOLAS/ISM Para 13)				
4.9	International Air Pollution Prevention Certificate				
4.10	International Anti-fouling/TBT Free – if applicable AFS Convention Ann Reg 2(1)				
4.11	International Energy Efficiency Certificate - MARPOL VI Reg 6				
4.12	International Load Line Certificate (Load Line Convention)				
4.13	International Oil Pollution Prevention Certificate (MARPOL I)				
4.14	International Sewage Pollution Prevention Certificate (MARPOL IV)				
4.15	International Ship Security Certificate (SOLAS Reg XI-2/9.1.1/ISPS Code Part A)				
4.16	International Tonnage Certificate (1969) (Tonnage Convention Art 7)				
4.17	LRIT Conformance Test Report - SOLAS Reg V/19-1				
4.18	Maritime Labour Convention Certificate / Declaration of Maritime Labour Compliance (DMLC) Part 1 and 2 (MLC Reg 5.1.3)				
4.19	Minimum Safe Manning Document (SOLAS Reg V/14.2)				

Number	Certificate	Notes	Yes	No	N/A
4.20	Potable Water Quality Test Certificate <i>1. The potable water test must include test for legionella</i> <i>2. RSI recommend 6 monthly potable water test</i>				
4.21	Radio Licence (ITUC Ch.V Reg 18)				
4.22	Radio Survey (Annual)				
4.23	Shipboard Marine Pollution Emergency Plan (MARPOL I Reg 37)				
4.24	Ship Sanitation Control Certificate /Exemption Certificate (IHR 2005)				
4.25	Shore Based Maintenance Certificate (GMDSS)(SOLAS IV Reg 15)				
4.26	Voyage Data Recorder Annual Performance Test Certificate (SOLAS Reg V/18.8)				
	<i>All Certificates 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.</i>				
	Additional Comments				

5 – ISM

ISM					
5.1	Has an ISM Internal Audit been carried out within the last 12 months?		Yes	No	
	<i>Number of observations from the last internal audit:</i>				
	<i>Number of non-conformances from the last internal audit:</i>				
	<ol style="list-style-type: none"> <i>Review most recent Internal Audit. Confirm that any proposed corrective actions have been implemented.</i> <i>Comment on the number of Observations and Non Conformances</i> 				
5.2	Are the DPA details available?		Yes	No	
	<i>Confirm that the correct details of designated person ashore (DPA) are displayed prominently.</i>				
5.3	Does the vessel display current health, safety and environment policies?		Yes	No	
	<i>Crew should be aware of current health, safety and environmental policies.</i>				
5.4	Is there a common language spoken onboard?		Yes	No	
	<ol style="list-style-type: none"> <i>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.</i> <i>Are signs and warning notices in a language(s) understood by all?</i> <i>Are the Operating Manuals written in a language(s) understood by all?</i> 				
5.5	Are arrangements in place to ensure efficient communication between personnel on the vessel and third parties?		Yes	No	
	<i>Are OOW's able to communicate in English?</i>				
5.6	Does the vessel operator have a drug and alcohol policy?		Yes	No	
	<ol style="list-style-type: none"> <i>STCW Regulation VIII/1 (Fitness for Duty) sets limits of 0.05% blood alcohol concentration (BAC) and 0.25 mg/l alcohol in breath.</i> <i>Comment on how the operation of the policy is monitored and managed.</i> <i>Note the maximum allowed levels and frequency of drug and alcohol tests.</i> <i>If alcohol and drugs are forbidden onboard, this is the same as alcohol level 0,0-</i> 				
5.7	Is the vessel equipped with alcohol testing equipment and is there evidence of regular testing?		Yes	No	
	<ol style="list-style-type: none"> <i>Has the breathalyzer been calibrated within the last 12 months?</i> <i>STCW Code Section B-VIII/1.9 (Drug and Alcohol Prevention)</i> <i>ILO publication Drug and Alcohol Prevention Programmes in the Maritime Industry (A Manual for Planners).</i> 				

5.8	Is there evidence that the crew is fully involved in the safety management?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>Comment by example of evidence that the crew is fully involved in safety management?</i> 2. <i>Is there a ship safety committee?</i> 3. <i>Safety meetings - note the stated frequency of the meetings and verify by reference to the minutes.</i> 4. <i>Is there evidence of issues being identified and closed?</i> 				
	Additional Comments				

6 – WORKING AND LIVING CONDITIONS

WORKING AND LIVING CONDITIONS					
6.1	Does the manning level meet or exceed that required by the Minimum Safe Manning Document?		Yes	No	
<i>Record the required manning and the Actual manning in Comments</i>					
6.2	Are all officer’s certificates valid for their rank?		Yes	No	
<ol style="list-style-type: none"> 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. 4. If there is no approved ECDIS onboard, no ECDIS certificates are required. 					
6.3	Are there more than two deck officers including Master onboard?	NON SCORING	Yes	No	
6.4	Are the crew’s medical certificates valid?		Yes	No	
<ol style="list-style-type: none"> 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. 					
6.5	Are all crew members engaged through authorised contracts?		Yes	No	
<i>Contracts should be in accordance with requirements of Maritime Labour Convention 2006.</i>					
6.6	Is there a common formal hours of rest record maintained and is it used correctly		Yes	No	
<ol style="list-style-type: none"> 1. Review evidence of compliance 2. To be in accordance with STCW requirements 					
6.7	Are crew members covered by an appropriate company insurance policy?		Yes	No	
<i>State whether there is a copy of the insurance policy publicly displayed.</i>					
6.8	Length of contract for deck officers	FOR INFORMATION ONLY			
6.9	Are there arrangements in place to address the general condition, visual appearance and cleanliness of the accommodation?		Yes	No	
<ol style="list-style-type: none"> 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. 					

6.10	Are food storerooms, handling and refrigerated spaces, galleys, mess rooms and pantries clean and tidy?		Yes	No	
<p><i>1. Refrigerated spaces should be maintained at appropriate temperatures:</i></p> <ul style="list-style-type: none"> <i>a. Frozen meat: -15°C to -18°C</i> <i>b. Fish room: -18°C to -25°C</i> <i>c. Vegetables: +2°C to +4°C</i> <i>d. Flour: below +8°C</i> <i>e. Deep freeze: -18°C</i> <p><i>2. Are the galley, refrigerator, and storeroom decks/flooring clean, dry, and free from defects?</i></p> <p><i>3. Food preparation areas should be kept clean and tidy.</i></p> <p><i>4. Food storerooms and refrigerated spaces should be maintained in a hygienic condition.</i></p> <p><i>5. Galley fire-extinguishing systems should be readily available for immediate use, free from defects, and the catering personnel should be familiar with their locations and operation.</i></p> <p><i>6. Random checks of food stocks should be conducted to ensure proper rotation and that no items are past their expiry date.</i></p> <p><i>7. Temperature logs should be properly maintained and up to date.</i></p>					
6.11	Does the company have a program for Mental Wellbeing onboard?	NON SCORING	Yes	No	
<p><i>The objectives of the Mental Wellbeing Program are to:</i></p> <ul style="list-style-type: none"> <i>- Promote the overall health, safety, and welfare of seafarers.</i> <i>- Foster a company culture that supports and enhances seafarers' mental wellbeing.</i> <i>- Raise awareness among company managers of the importance of maintaining good mental health.</i> <i>- Increase awareness among all personnel of the potential signs and symptoms of mental health issues.</i> <i>- Provide training to staff on how to engage in open and supportive conversations about mental health.</i> 					
6.12	Are recreational facilities, including free internet access, available on board?	NON SCORING	Yes	No	
<p><i>Provide information about any recreational facilities available onboard, such as:</i></p> <ul style="list-style-type: none"> <i>- Gymnasium, dayroom, gaming rooms</i> <i>- Entertainment options like TVs, movies or music areas</i> <i>- Wi-Fi or free internet access for seafarers</i> <i>- Any organized activities or programs</i> 					
6.13	Are all Medical and First Aid Equipment in good working order?		Yes	No	
<p><i>1. If a hospital is available onboard, it should be ready for immediate use.</i></p> <p><i>2. First aid kits should be readily available.</i></p> <p><i>3. Oxygen resuscitation equipment should be available for immediate use where fitted.</i></p> <p><i>4. If a Defibrillator is carried onboard, is it in full working order?</i></p> <p><i>5. Comment on how medical stores are verified and checked.</i></p>					
Additional Comments					

7 – BRIDGE, NAVIGATION AND COMMUNICATIONS EQUIPMENT

Bridge, Navigation and Communication Equipment					
7.1	Are vessel manoeuvring characteristics clearly displayed?		Yes	No	
<i>Vessel manoeuvring characteristics should be displayed on the bridge.</i>					
7.2	Are auto, manual and emergency steering changeover procedures displayed?		Yes	No	
<i>Comment on legibility, ease of access and completeness</i>					
7.3	Is the deck logbook fully maintained in ink, both at sea and in port?		Yes	No	
<i>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.</i>					
7.4	Has the Master written his/her own standing orders and are night orders being completed?		Yes	No	
<i>Have deck officers countersigned the Master's standing orders and night orders as being read and understood?</i>					
7.5	Has a system been established to ensure that nautical publications, charts and information are both onboard and current?		Yes	No	
<i>Date of latest Notice to Mariners:</i>					
<ol style="list-style-type: none"> 1. <i>Latest notices to mariners should be onboard and dated within previous two months.</i> 2. <i>Charts in use should be appropriate for the port.</i> 3. <i>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)</i> 4. <i>Comment on the system used to ensure that light lists, tide tables, pilot books, nautical almanac, charts catalogue and ship's routing are the current editions.</i> 					
7.6	Is the ECDIS updated to latest Presentation Library?		Yes	No	NA
<ol style="list-style-type: none"> 1. <i>All ECDIS/ECS should be updated to the latest Presentation Library (PL). The inspector should verify the edition number of the Presentation Library and confirm satisfactory display of ENC Chart No. 1 (Legend of entire set of symbols). (MSC Circ 1503).</i> 2. <i>From 31 Aug 2017, all ECDIS/ECS should be updated to Presentation Library (PL) Edition 4.0 (and above).</i> 					
7.7	If ECDIS is included in the Safety Equipment Certificate, is it approved and updated and have the Officers recieved Generic training and Familiarization.		Yes	No	NA

7.8	Is a passage plan available for the previous voyage, and did it cover the entire voyage from berth to berth?		Yes	No	
<ol style="list-style-type: none"> 1. <i>If a passage plan exists, this question should be answered Yes.</i> 2. <i>Passage plan should be prepared by an appropriate officer and verified by Master.</i> 3. <i>Passage plan information should be readily available for watchkeepers' use.</i> 4. <i>If the vessel is equipped with ECDIS, the full passage plan must be entered in the ECDIS.</i> 5. <i>If there is no approved ECDIS onboard the passage plan must be completed on papercharts</i> 6. <i>Note the system of passage planning in use and how the passage plan is produced, whether this is manually or by computer.</i> 					
7.9	Are tracks with heading notations included in the passage plan?		Yes	No	
<i>ICS Bridge Procedures Guide (BPG) 3.5</i>					
7.10	Is parallel index distances included in the passage plan?		Yes	No	
<i>ICS Bridge Procedures Guide (BPG) 3.5, 4.8, 4.15, 4.15.2, 4.15.3, 5.11.2</i>					
7.11	Are danger areas/no go areas included in the passage plan?		Yes	No	
<i>ICS Bridge Procedures Guide (BPG) 3.1, 3.3, 3.4</i>					
7.12	Is expected UKC in shallow water areas, as well as Squat, included in the passage plan, and are the safety parameters set correctly in the ECDIS, if fitted?		Yes	No	
<i>ICS Bridge Procedures Guide (BPG) 3.1, 3.3, 3.4, 3.4.2, 3.4.4, 4.15, 4.15.1</i>					
7.13	Are landmarks and fixed objects used in position fixing included in the passage plan?		Yes	No	
<i>ICS Bridge Procedures Guide (BPG) 3.1, 3.3, 3.4, 3.4.2, 4.8, 4.15.1, 4.15.2</i>					
7.14	Is air draft and overhead clearance included in the passage plan?		Yes	No	NA
<i>ICS Bridge Procedures Guide (BPG) 3.1, 3.3, 3.4, 3.4.3</i>					
7.15	Has the Watchkeeping at Sea been conducted according to regulations and Company Procedures?		Yes	No	NA
<ol style="list-style-type: none"> 1. <i>Has a proper lookout been maintained at all times in compliance with regulations?</i> 2. <i>Have watch arrangements been decided for different situations?</i> 3. <i>Are procedures/checklists available for the change of watch?</i> 4. <i>Are instructions available for the performing of navigational watch?</i> <i>STCW Ch.8 Part 4-1 - Principles to be observed in keeping a navigational watch</i>					

7.16	Has Master/Pilot information exchange (MPX) been conducted and recorded?		Yes	No	NA
	<i>ICS Bridge Procedures Guide (BPG) 6.4</i>				
7.17	Is gyro and magnetic compass error log maintained and up to date?		Yes	No	NA
	<i>Date of last compass deviation:</i>				
	<ol style="list-style-type: none"> <i>1. SOLAS require that a magnetic compass is adjusted bi-annually.</i> <i>2. Deviation curve(s) should be displayed.</i> 				
7.18	Is radio and communications equipment available for use and free from defects?		Yes	No	
	<ol style="list-style-type: none"> <i>1. Are instructions for operating the digital selective calling (DSC) and satellite communications equipment in an emergency clearly displayed?</i> <i>2. Are the vessel's call sign and Inmarsat ship station identity clearly marked on the radio installation?</i> 				
7.19	Is a maintenance programme for radio and electronic equipment in place?		Yes	No	
	<i>Outline the maintenance programme followed, e.g. onboard maintenance by competent person or by maintenance contract, etc.</i>				
7.20	Are GMDSS logs maintained and up to date?		Yes	No	
	<i>Verify that all sections of the GMDSS logbook are maintained in accordance with flag state requirements.</i>				
7.21	Does the company have established procedures to follow in the event of a GPS failure?		Yes	No	
	<ol style="list-style-type: none"> <i>1. ISM Code Part A. 1.4.2, 1.4.5</i> <i>2. ICS Bridge Procedures Guide (BPG) 5.1 - Procedures for identifying failures and responding to them</i> 				
7.22	Is there evidence that all navigation equipment firmware and software have been updated?	NON SCORING	Yes	No	
	<ol style="list-style-type: none"> <i>1. ISM Code Part A. 1.4.2, 1.4.5</i> <i>2. ICS Bridge Procedures Guide (BPG) 5.1 - Procedures for identifying failures and responding to them</i> 				
7.23	Is all equipment, including bridge, communication and navigation equipment as listed in SOLAS available for use and free from defect?		Yes	No	
	<ol style="list-style-type: none"> <i>1. Note any deficiencies in equipment</i> <i>2. If a non-approved ECDIS/ECS is available this shall be noted. If it is obvious that non approved ECDIS/ECS is used for navigation and passage planning, this shall be noted on 7.8</i> 				
	Additional Comments				

8 - HSE

HSE					
8.1	Is there evidence of full compliance with the company's HSE management system?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>Comment on whether key personnel appear to have knowledge of the safety management system appropriate to their duties.</i> 2. <i>Sufficient crew should be onboard at time of inspection trained to handle emergency situations.</i> 3. <i>Check that procedures address minimum manning requirements in port.</i> 4. <i>All loose gear on and below deck should be safely secured.</i> 5. <i>Smoking regulations should be in place and complied with.</i> 6. <i>Safety signs and relevant safety information should be prominently displayed.</i> 				
8.2	Is there evidence of full compliance with the company's personal protective equipment policy?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>Does the company have a Personal Protective Equipment (PPE) policy, a PPE matrix onboard, or another system that helps seafarers select the correct PPE for specific tasks?</i> 2. <i>Comment on evidence of compliance.</i> 				
8.3	Are personnel joining the vessel given an appropriate safety familiarization?		Yes	No	
	<i>Check record of familiarization and knowledge of crew.</i>				
8.4	Does the vessel have a system for reporting and recording incidents, accidents and near misses?		Yes	No	
	<i>Check reports, if no reports are available onboard mark NO.</i>				
8.5	Do vessel specific emergency procedures exist covering, for example, fire, explosion, grounding, pollution?		Yes	No	
8.6	Are emergency drills routinely conducted with all vessel crews?		Yes	No	
	<i>Assess familiarity of officers and crew with the procedures.</i>				

8.7	Is a Permit to Work (PTW) system implemented onboard, and are records of issued permits available?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>If no completed PTW records are available covering the previous 12 months, the answer shall be 'No,' with a corresponding explanation provided in the comments section.</i> 2. <i>Are all Permit to Work (PTW) documents properly completed and authorized?</i> 				
8.8	Are enclosed spaces and controls for entry identified onboard?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>Are atmosphere tests conducted both before and during the access period. (COSWP 15.6.5)</i> 2. <i>Are enclosed spaces onboard clearly identified, and is an up-to-date register available? (COSWP 11.10.2)</i> 				
8.9	Is there a calibrated oxygen analyser onboard?		Yes	No	
8.10	Are specific procedures used for hot work?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>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? (COSWP 24.8.3)</i> 2. <i>Hoses should be crimped to the hose tails using a crimping tool designed to ensure consistent and reliable crimping performance. The use of worm-drive or similar hose clips is not permitted. (COSWP Annex 24.3)</i> 3. <i>Are supply valves on gas cylinder and gas mains securely closed and blowpipes, hoses and moveable pipes removed to lockers that open onto the open deck. (COSWP 24.9.23)</i> 4. <i>If the cylinder design permits, protective caps over the valve should be screwed in place when the cylinders are not in use. (COSWP 24.8.2)</i> 5. <i>After use the gas cylinder isolation valves must be shut and the cylinders should be disconnected from the piping. (UK P&I Club Technical Bulletin 26/2008)</i> 				
8.11	Is the vessel provided with its own safe means of access?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>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.</i> 2. <i>Pilot Boarding arrangement not to include "deck tongues" or any other equipment not in accordance with SOLAS Ch.V Reg. 23 & IMO res. A.1045(27)</i> 3. <i>Each ladder shall be subjected to the ladder and step attachment strength test at intervals of not more than 30 months." (ISO 799-1:2-2021 6.6)</i> 				
8.12	Is there evidence that safe working practices are being consistently applied to machinery spaces?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>Are safety inspections conducted that include machinery spaces?</i> 2. <i>Are warning signs in place indicating where hearing protection is required?</i> 3. <i>Do engine room machine tools have eye protection measures in place?</i> 4. <i>Are guards in place on exposed shafts/gears?</i> 5. <i>Are emergency escape routes clearly marked, unobstructed and well lit?</i> 				
	Additional Comments				

9 - SECURITY

SECURITY					
9.1	Does the vessel have an approved Ship Security Plan that meets ISPS requirements?		Yes	No	NA
	<p>1. <i>Inspectors are not authorised to see individual ship security plans and should not request to view them.</i></p> <p>2. <i>Verify a valid International Ship Security Certificate is being carried onboard.</i></p>				
9.2	Is there an appointed Ship Security Officer and Company Security Officer?		Yes	No	NA
	<p>1. <i>Verify there is a company appointed Security Officer. All vessels are required to have an officially appointed Ship Security Officer.</i></p> <p>2. <i>Verify that the Ship Security Officer has been formally trained and certificated for ISPS Ship Security Officer roles.</i></p>				
9.3	Is the ship security operating level clearly indicated to all personnel?		Yes	No	NA
	<i>Verify that ship operational security level is clearly communicated to all personnel and how.</i>				
9.4	Does the vessel have specific port security procedures covering visitors, storing and vessel gangway watchkeeping requirements?		Yes	No	NA
	<i>Give details on how the inspector was challenged when boarding.</i>				
9.5	Is a visitors' log maintained and comment on where this is located when the vessel is in port?	NON SCORING	Yes	No	NA
	<i>ISPS Code 7.2.2-3.</i>				
9.6	Is the access to the vessel controlled?		Yes	No	NA
	<i>Access to the vessel can be controlled by gangway watch or camera.</i> <i>ISPS Code 7.2.2-3</i>				

10 – LIFE SAVING APPLIANCES

Life Saving Appliances					
10.1	Are survival craft operational and defect free?		Yes	No	NA
	<ol style="list-style-type: none"> 1. Are all survival craft ready for immediate use? 2. Are they Internally clean, dry and tidy? 3. Are equipment suitably secured? 4. Are contents of lockers clearly identified? 5. Are communications equipment, where fitted, operable? 6. Is survival craft operating instructions prominently displayed? 7. Are food and water, and pyrotechnics within their expiry date? <p><i>WARNING: Lifeboats should be secured by a fall arrestor device before any internal inspection is carried out.</i></p>				
10.2	Are survival craft (including life rafts) planned maintenance tasks up to date?		Yes	No	
	<ol style="list-style-type: none"> 1. Have lifeboats been lowered as appropriate for the lifeboat type, if applicable? 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, if applicable? 5. Does the liferafts have valid inspection certificate(s) 				
10.3	Are all life rafts available for immediate use?		Yes	No	
	<ol style="list-style-type: none"> 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? 				
10.4	Are muster lists posted and correct?		Yes	No	
10.5	Are sufficient immersion suits available?		Yes	No	
	<ol style="list-style-type: none"> 1. Where required, are there sufficient numbers and sizes of immersion suits for the crew? 2. Are the immersion suits maintained according to regulations? <p><i>MSC 152 (78) amendment to SOLAS Ch. III Reg. 23.3</i></p>				
10.6	Are sufficient life jackets available?		Yes	No	
	<ol style="list-style-type: none"> 1. Where required are there sufficient numbers and sizes of life jackets for the crew? 2. Are emergency use life jackets located in remote positions for emergency use? 3. Are inflatable lifejackets inspected as required by the manufacturer? 				

10.7	Is the man overboard/rescue boat, where fitted, operational and defect free?		Yes	No	NA
	<ol style="list-style-type: none"> 1. <i>Is personal protective equipment provided for all crew?</i> 2. <i>Is launching apparatus operational and defect free?</i> 3. <i>Is communications equipment operable?</i> 4. <i>Check condition of spare fuel storage cans/tanks and suitability of storage location.</i> 				
10.8	Are training manuals onboard describing LSA equipment and its correct operation?		Yes	No	NA
	<ol style="list-style-type: none"> 1. <i>Do the manuals provide equipment-specific information relevant to installed equipment?</i> 2. <i>Are manuals in a language understood by vessel personnel?</i> 				
10.9	Is available LSA equipment free from defects?		Yes	No	
10.10	Is there a ship specific plan and procedure for the recovery of persons from the water?		Yes	No	NA
	<ol style="list-style-type: none"> 1. <i>Comment on completeness of available procedures.</i> 2. <i>Comment on crew's awareness of the procedures.</i> <p><i>SOLAS Ch. III Reg. 17-I with effect from 1 July 2014.</i></p>				

11 – FIRE FIGHTING APPLIANCES

FIRE FIGHTING APPLIANCES					
11.1	Is there a fixed fire-fighting system for the cargo hold? If so, state type of system.		Yes	No	NA
	<ol style="list-style-type: none"> <i>Except for ro-ro and vehicle spaces, cargo spaces on cargo ships of 2,000 GRT and upwards shall be protected by a fixed CO2 or inert gas fire extinguishing system complying with the provisions of the FSS Code, or by a fire-extinguishing system which gives equivalent protection. (SOLAS Ch. II-2 Reg. 10 7.1.3)</i> <i>The Administration may exempt from the requirements of paragraphs 7.1.3 and 7.2 cargo spaces of any cargo ship if constructed, and solely intended, for the carriage of ore, coal, grain, unseasoned timber, non-combustible cargoes or cargoes which, in the opinion of the Administration, constitute a low fire risk. Such exemptions may be granted only if the ship is fitted with steel hatch covers and effective means of closing all ventilators and other openings leading to the cargo spaces. When such exemptions are granted, the Administration shall issue an Exemption Certificate, irrespective of the date of construction of the ship concerned, and shall ensure that the list of cargoes the ship is permitted to carry is attached to the Exemption Certificate. (SOLAS Ch. II-2 Reg. 10 7.1.4)</i> 				
11.2	Is the vessel provided with fixed fire fighting equipment in accordance with applicable regulations for vessel type?		Yes	No	
	<ol style="list-style-type: none"> <i>Fire mains, pumps, hoses and nozzles should be available for use and defect free.</i> <i>Emergency fire pump should be fully operational.</i> <i>Starting instructions should be clearly displayed.</i> <i>International ship/shore fire connection should be readily available and its location clearly marked.</i> <i>Operating instructions for fixed systems should be clearly displayed.</i> <i>Isolating valves in fire/foam system lines should be clearly marked and operational.</i> <i>Fixed firefighting system activation keys/controls to be available under suitable control procedures.</i> <i>Where a fixed extinguishing system is fitted, the content of the store shall not be stacked above the height of the spray nozzles.</i> 				
11.3	Is sufficient firefighting equipment provided, in good working order, and readily accessible?		Yes	No	
	<ol style="list-style-type: none"> <i>Portable fire extinguishers should be in good condition, unobstructed, and have operating instructions clearly displayed.</i> <i>Firemen's outfits, including breathing apparatus, should be maintained in good condition and ready for immediate use.</i> <i>Breathing apparatus sets should be ready for immediate use and contain a minimum of 1200 liters of air. (FSS Code Ch. 3 2.1.2)</i> <i>Sufficient fully charged spare air cylinders should be available.</i> <i>Are EEBDs available, charged and crew trained?</i> 				
11.4	Are records of firefighting equipment maintenance available?		Yes	No	
	<i>Inspection records and inventory lists should be maintained and kept up to date</i>				

11.5	Are fire detection system fully operational and tested regularly?		Yes	No	
	<i>Comment on whether there are any fault indications on the fire alarm panel or if any loops are isolated.</i>				
11.6	Are measures in place to effectively isolate ventilation to enclosed spaces, e.g. engine room, accommodation, galley, storerooms?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>Vent fan stops should be operational and clearly marked.</i> 2. <i>Closing devices should have maintenance and testing programmes in place.</i> 				
11.7	Are vessel-specific Fire Training Manuals and Fire & Safety Plans available and kept up to date?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>Do all plans have the same revision number?</i> 2. <i>Are ship-specific fire training manuals available in a language understood by crew?</i> 3. <i>Are fire control plans exhibited within the accommodation and available outside the accommodation? SOLAS Ch. II-2 Reg. 15.2.3</i> 				
11.8	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)		Yes	No	NA
	<i>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.</i>				

12 – POLLUTION PREVENTION

Pollution Prevention					
12.1	Are SOPEP/SMPEP drills held at regular intervals?		Yes	No	
12.2	Are arrangements in place to prevent any spillage entering the water?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>Anti-pollution warning notices should be posted.</i> 2. <i>Unused bunker pipeline connections, drains and vents and unused gauge stems should be suitably blanked or capped.</i> 3. <i>Suitable containment should be fitted around hydraulic deck machinery.</i> 4. <i>During fuel transfer operations, scuppers should be plugged</i> 5. <i>Are there arrangements in place to prevent spillages from tank vents?</i> 6. <i>Emergency bilge suction valves should be suitably marked and specific warning notices posted to safeguard against the accidental opening.</i> 7. <i>Comment on evidence of any leaks noticed during inspection.</i> 				
12.3	Is the bilge oily water separator (OWS)/filtering system in good working order?		Yes	No	NA
	<ol style="list-style-type: none"> 1. <i>Confirm that the OWS is functional.</i> 2. <i>Are notices posted to warn of the dangers of the accidental opening of the overboard discharge valve?</i> 				
12.4	Does the vessel have a waste/garbage management plan?		Yes	No	NA
	<ol style="list-style-type: none"> 1. <i>Does the plan contain procedures for the collecting, storage, processing and disposing of garbage?</i> 2. <i>Are the garbage disposal records complete, accurate, and kept up to date?The Garbage Management Plan does not require approval or stamping by the Classification Society.</i> 				
12.5	Does the vessel have a ballast water management plan?		Yes	No	NA
	<i>Is the plan approved by the relevant flag state or classification society?</i>				
12.6	Are oil record book(s) correctly completed and up to date?		Yes	No	NA
	<ol style="list-style-type: none"> 1. <i>Bunker Fuel ISO Standard shall be entered in the Oil Record Book (H) 26.3 according to MEPC.1/Circ.736/Rev.2 (GUIDANCE FOR THE RECORDING OF OPERATIONS IN THE OIL RECORD BOOK PART I – MACHINERY SPACE OPERATIONS (ALL SHIPS))</i> 2. <i>Do the sludge and bilge tanks designated in Form B of the IOPP Certificate and those listed in the Oil Record Book Part I, agree?</i> 3. <i>Comment on the evidence that oil transfer activities are signed off by the person performing the task and is each completed page endorsed by the Master?</i> 4. <i>If any pollution incidents have occurred in the last twelve months, note how they were closed out and any preventative measures that were put in place.</i> 				

13 – GENERAL APPEARANCE

General Appearance					
13.1	Are there arrangements in place to address the general condition, visual appearance and cleanliness of the hull?		Yes	No	
	<ol style="list-style-type: none"> Are all hull markings, namely vessel name, load lines, draft marks and warning signs, correctly placed and legible? Comment on whether hull is visibly free of extensive coating breakdown. Hull should be free of fractures or indentations which may significantly weaken the structure or affect the watertight integrity. 				
13.2	Are there arrangements in place to address the general condition, visual appearance and cleanliness of the weather decks?		Yes	No	
	<ol style="list-style-type: none"> The deck should be well lit. Forecastle space, lockers and holds should be free of water. Ladders and walkways should be in good condition. 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. 				
13.3	Are all deck openings, including watertight doors and portholes, defect free and capable of being properly secured?		Yes	No	
	<ol style="list-style-type: none"> Are vents and air pipes on freeboard deck in good condition and fitted with closing devices to prevent ingress of water? Closing devices, packing material and locking arrangements should be complete and free of defects. Securing arrangements of ends of vessel's own anchor chains, when visually accessible, are unobstructed. 				

14 – MOORING AND LIFTING EQUIPMENT

MOORING AND LIFTING EQUIPMENT					
14.1	Is a procedure available for the identification and inspection of mooring lines, tails and associated attachments?		Yes	No	
<p><i>Procedure should include:</i></p> <ol style="list-style-type: none"> <i>providing a means of recording the number, type and location of mooring lines, tails and associated attachments.</i> <i>providing a means of linking specific mooring lines, tails and associated attachments to the relevant records and a manufacturer's certificate, if available.</i> <p><i>IMO MSC.1/Circ.1620, "Guidelines for inspection and maintenance of mooring equipment including lines", Ch. 3.3.1 - Control of Mooring lines, Ch. 4.1.1 - Inspection of mooring lines</i></p>					
14.2	Is all mooring equipment available and free from defects, and are periodic inspections of mooring lines and associated fittings included in the Planned Maintenance System (PMS)?		Yes	No	
<ol style="list-style-type: none"> <i>Deadmen and roller fairleads should be well greased and free to turn with little evidence of grooving.</i> <i>Winch seatings and connections to deck should be sound.</i> <i>Covers/mats should be used at ship side to protect the mooring lines against and friction damage?</i> <i>Smooth contacts at turn-off points with large angles and/or eye splices should be in place?</i> <i>Maintenance should include the preservation, by appropriate means, of the clear marking of information on equipment and fittings, including Safe Working Load (SWL) and winch control instructions.</i> <i>Records of inspection and maintenance of equipment and fittings should be available on board.</i> <i>Records of the original design concept, equipment, arrangement and specifications should be retained on board through the life cycle of the ship.</i> <p><i>IMO MSC.1/Circ.1620, "Guidelines for inspection and maintenance of mooring equipment including lines", Ch. 4.4.1 - Inspection and maintenance of equipment and fittings</i></p>					
14.3	Are mooring practices appropriate for the size of vessel?		Yes	No	
<ol style="list-style-type: none"> <i>Are mooring lines secured to bitts and not to drum ends?</i> <i>Is the vessel securely moored at berth with moorings arranged to take into account anticipated conditions?</i> 					
14.4	Are anchors, cables and securing arrangements available for use and defect free?		Yes	No	NA
<ol style="list-style-type: none"> <i>Anchor chain stoppers should be available for use and defect free;</i> <i>Anchors should be cleared and ready for immediate use during port entry.</i> <i>Chain locker spurling pipe cover(s) should be in place at sea to prevent chain locker flooding.</i> <i>Securing arrangements of ends of vessel's own anchor chains, when visually accessible, are unobstructed.</i> <i>Comment on general state of anchor(s) and cable(s).</i> 					

14.5	Does the company have a lifting equipment management system in place?		Yes	No	NA
	<ol style="list-style-type: none"> 1. <i>Comment on system in use and include procedure for quarantining defective equipment.</i> 2. <i>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.</i> 3. <i>Items such as cranes, derricks and pad eyes must be clearly marked with their SWL</i> 4. <i>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).</i> 				

15 – CONSTRUCTION AND STABILITY

CONSTRUCTION AND STABILITY					
15.1	Is there an approved stability book?		Yes	No	
	<i>Approved stability book should be available including damage stability. (APPLICABLE FOR VESSELS BUILT AFTER 1 JANUARY 2009)</i>				
15.2	If a computerized loading system is used for stability calculations, is it approved by the Classification Society, and are annual tests being conducted?		Yes	No	
	<i>It is the responsibility of the ship's master to check the accuracy of the stability instrument at each annual survey by applying at least one approved test condition. IMO Res. MSC.267(85) 4.1.9</i>				
15.3	Are procedures in place to govern vessel stability through all stages of the operation?		Yes	No	
	<ol style="list-style-type: none"> 1. <i>Are records kept of previous loading conditions and stability calculations?</i> 2. <i>For Solid Bulk Cargoes - A loading- or discharge plan which ensures that the permissible forces and moments on the ship are not exceeded during loading or unloading, and shall include the sequence, quantity and rate of loading or unloading. (SOLAS CH. VI Part-B Reg. 7.3 (Solid Bulk Cargoes only))</i> 				

16 – MACHINERY SPACE

Machinery Space					
16.1	Are main, auxiliary and emergency plant reported to be fully operational?		Yes	No	NA
	<ol style="list-style-type: none"> <i>All fluid transfer and storage systems, e.g. hydraulic oil, oil fuel, cooling water and water supplied for domestic purposes, should be leak-free.</i> <i>Record those items of machinery not operational, and why.</i> 				
16.2	Is there a planned maintenance system in use?		Yes	No	NA
	<ol style="list-style-type: none"> <i>Note type of system in use.</i> <i>Comment on number of routines outstanding</i> <i>Is an inventory of spare parts being maintained?</i> <i>Is the Planned Maintenance System (PMS) applied to the entire vessel, or is it limited to the machinery space only?</i> 				
16.3	Is the engine logbook fully maintained in ink, both at sea and in port?		Yes	No	NA
	<i>Compare entries in the main logbook with entries in the rough log.</i>				
16.4	Is there a set of chief engineer's standing orders posted and countersigned?		Yes	No	NA
	<ol style="list-style-type: none"> <i>Does the chief engineer maintain a night order book? If so, this should be checked as providing instruction for situations likely to be encountered;</i> <i>Question should be answered 'N/A' if only one Engine Room crew member is onboard.</i> 				
16.5	Are hot surfaces and exposed lagging free of any evidence of fuel, hydraulic or lubricating oil?		Yes	No	NA
	<ol style="list-style-type: none"> <i>All lagging should be free from oil, grease or other flammable contaminants and maintained without exposed hot surfaces.</i> <i>Check that there are no potential sources of ignition in the vicinity of fuel, hydraulic and lubricating oil pipes.</i> <i>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.</i> 				
16.6	Are main switchboard, generators and critical electrical equipment protected against water spray?		Yes	No	NA
	<ol style="list-style-type: none"> <i>Risk due to water spray in the event of failure of sea water pipes including fire mains and hydrants should be assessed.</i> <i>If main switchboard is not located in engine control room or other protective location, note in 'comments'.</i> 				

16.7	Are emergency electrical power supplies fully operational?		Yes	No	NA
	<ol style="list-style-type: none"> 1. <i>Emergency starting arrangements should be regularly tested and proved to be operational.</i> 2. <i>Instructions should be available to maintain/ restore main plant in the event of emergency.</i> 3. <i>Emergency generator fuel tank should be filled with sufficient fuel of suitable type for at least 18 hours operation. (SOLAS Ch. II-1 Reg. 43 Ch. 2)</i> 4. <i>Concise starting instructions for emergency generator should be clearly displayed.</i> 				
16.8	Is the bilge system operational?		Yes	No	NA
	<ol style="list-style-type: none"> 1. <i>Are the engine room bilge oily water pumping and disposal arrangements available for use?</i> 2. <i>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?</i> 3. <i>Bilge level alarms should be regularly tested and records maintained.</i> 				
16.9	Is the steering gear/steering compartment free from defects?		Yes	No	NA
	<i>Date of last emergency steering drill:</i>				
	<ol style="list-style-type: none"> 1. <i>Emergency steering gear should have been tested quarterly and tests recorded - last test date?</i> 2. <i>Instructions for the changeover of steering gear from remote to local operation should be clearly displayed in steering flat.</i> 3. <i>Access to steering gear should be unobstructed.</i> 4. <i>The steering gear save-all should be free of spilled oil.</i> 5. <i>The steering gear compartment shall be provided with handrails and gratings or other nonslip surfaces to ensure suitable working conditions in the event of hydraulic fluid leakage. (SOLAS Ch.II-1 Reg. 29 Ch. 13.2)</i> 				
16.10	Are all machinery spaces clean and free from obvious leaks?		Yes	No	NA
	<i>Comment on general condition of machinery spaces.</i>				

17 – SUSTAINABILITY

Sustainability					
17.1	Is the vessel issued with a Shipboard Energy Efficiency Management Plan (SEEMP)?		Yes	No	NA
	<p>1. <i>The plan may form part of the SMS</i></p> <p>2. <i>The SEEMP Part I shall contain a package of measures to improve the ship's energy efficiency, and details of their implementation, such as:</i></p> <ul style="list-style-type: none"> • <i>Improved voyage planning</i> • <i>Weather routing</i> • <i>Just in time arrival</i> • <i>Speed optimization</i> • <i>Optimum trim</i> • <i>Optimum use of rudder and autopilots</i> • <i>Hull maintenance</i> <p>3. <i>The package of measures listed in the SEEMP Part I should be ship specific (MARPOL VI Reg 22)</i></p>				
17.2	Is there evidence that the measures outlined in the SEEMP (Ship Energy Efficiency Management Plan) are being implemented?		Yes	No	NA
	<p>1. <i>Is there evidence that if required the procedure is controlled adequately?</i></p> <p>2. <i>If vessel is only using MGO/MDO, question to be answered N/A.</i></p>				
17.3	Is the vessel issued with a Shipboard Energy Efficiency Management Plan (SEEMP) Part II?		Yes	No	Vsl <5000 GT
	<p>1. <i>Only applicable on ships of 5 000 GT or above</i></p> <p>2. <i>Records of the collection, aggregation, and/or reporting of ship data with regards to annual fuel oil consumption, distances travelled, hours underway and other data required by MARPOL Annex VI Reg. 22A to the flag administration</i></p>				
17.3.1	Is an approved MRV Monitoring Plan available onboard?		Yes	No	NA
	<i>The question is only applicable when 17.3 was answered with NA</i>				
17.4	Is the vessel issued with a Shipboard Energy Efficiency Management Plan (SEEMP) Part III?		Yes	No	NA
	<i>What is the required CII for the next three years?</i>				
	<i>What is the target CII for the next three years?</i>				
	<p>1. <i>Only applicable on ships of 5 000 GT or above</i></p> <p>2. <i>The following must be included in the SEEMP Part III:</i></p> <ol style="list-style-type: none"> a. <i>The required CII (Carbon Intensity Indicator) for the next three years, calculated based on each vessel's particulars</i> b. <i>The target CII for the next three years, calculated based on vessel's planned operational measures</i> 				

	<p><i>c. An implementation plan documenting how the required CII will be achieved during the next three years,</i></p> <p><i>d. Procedures for self-evaluation and improvement</i></p> <p><i>e. Possibly Corrective Action Plan (in case of inferior rating)</i></p>				
17.5	Is the vessel issued with a Shipboard Energy Efficiency Management Plan (SEEMP) Part III?		Yes	No	NA
	<i>What is the vessel's required EEXI value?</i>				
	<i>What is the vessel's attained EEXI value?</i>				
	<p><i>1. An EEXI technical file must be prepared for each ship. The EEXI technical file includes the calculation of the attained EEXI, which must be below a required EEXI value.</i></p> <p><i>2. Required EEXI is specified for each ship type and size</i></p> <p><i>3. EEXI value is calculated by an individual ship</i></p>				
17.6	Is the vessel issued with a Shipboard Energy Efficiency Management Plan (SEEMP) Part III?		Yes	No	NA
	<i>What is the vessel's required EEDI value?</i>				
	<i>What is the vessel's attained EEDI value?</i>				
	<i>All vessels delivered on or after 1 July 2015 should have an EEDI value.</i>				
17.7	Is a fuel changeover procedure for entering Sulphur Emission Control Area (SECA) available and are records kept that this is being implemented?		Yes	No	NA
	<p><i>1. Is there evidence that if required the procedure is controlled adequately?</i></p> <p><i>2. If vessel is only using MGO/MDO, question to be answered N/A.</i></p>				
17.8	Does the vessel have the equipment and systems required for the use of alternative fuels?	NON SCORING	Yes	No	
	<p><i>THIS QUESTION IS FOR INFORMATION ONLY AND A NEGATIVE ANSWER WILL NOTE CREATE ANY FINDING.</i></p> <p><i>Alternative fuels could be:</i></p> <ul style="list-style-type: none"> - Shore Power during Port Operations - Battery-Electric / Hybrid Systems - Methanol - Hydrogen - Ammonia - LNG (Liquefied Natural Gas) - Sails - Biofuels / Biodiesel - Ethanol - LPG (Liquefied Petroleum Gas) 				