



# THE REPUBLIC OF LIBERIA

## LIBERIA MARITIME AUTHORITY

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### PRE-ARRIVAL COMPLIANCE CHECKLIST

<b>Vessel Name:</b> _____	<b>Port of call:</b> _____
<b>Ship's IMONo:</b> _____	<b>ETA:</b> _____
<b>Agent Details:</b> _____	<b>Next Upcoming Port Of Calls:</b> _____

*Note: If answer "No" for any of these items, contact [prevention@liscr.com](mailto:prevention@liscr.com) immediately.*

Item	Common Detainable Deficiency	Response	Comments
<b>Port State inspection</b>	Have you checked the Top Detainable Deficiencies and is all satisfactory?	YES NO	
	Have the deficiencies from the previous PSC examinations been rectified?	YES NO	
	Has the Corrective Action Report been submitted to the Administration?	YES NO	
<b>General</b>	Are the conditions of all valid dispensation being met?	YES NO	
	Are all conditions of class valid and within their expiration date?	YES NO	
	Is the vessel free from soft patches on piping systems?	YES NO	
<b>Cleanliness of Engine Room and Other Machinery Spaces.</b>	Is the vessel free from fuel oil, lube oil or hydraulic leaks on operating machinery and oil-soaked lagging?	YES NO	
	Is the engine room bilge free from excessive oil/water and any other fire hazards?	YES NO	
	Has the Steering gear been tested in all modes and free from leaks? Steering alarms tested and operational?	YES NO	
<b>Quick Closing Valves</b>	Are all quick closing fuel valves working properly without binding? No temporary blocks to force valves in the open position are permitted. All pneumatic lines shall be connected.	YES NO	
<b>Fixed high-pressure Water-spraying and Water-mist Fire-Extinguishing Systems</b>	Are all valves in the correct alignment (OPEN) and is the system FULLY operational? The system must be in "AUTOMATIC MODE" and not "MANUAL MODE". The system shall be "on."	YES NO	
<b>Fire dampers, quick or self-closing devices, remote controls, etc.</b>	Are fire dampers tested to ensure that they close tightly with no daylight penetrating through and that there is no mechanical binding?	YES NO	
<b>Safety of Navigation</b>	Are all navigational equipment in working condition?	YES NO	
	Are deck officers familiar with the installed ECDIS on board and able to demonstrate position, route monitoring, alarm parameters, and information layers?	YES NO	
<b>Lifeboat and Rescue boat</b>	Do the lifeboat and rescue boat engines start immediately, and the rudders have good freedom of movement?	YES NO	
	Do the lifeboat windows have good visibility and are not obscured, hazed or opaque? No cracks or fractures shall be present.	YES NO	
	Is the lifeboat free from any cracks/fractures to the hulls and temporary repairs of any kind?	YES NO	
<b>Liferafts and Personal LSA</b>	Are all liferaft painters secured properly to ensure "free floating" capability? Are the Hydro Static Release Units up to date on all Liferafts?	YES NO	
	Have immersion suits been inspected for tears, cracks, and deterioration? Are zippers fully operational?	YES NO	

<b>Main and Emergency Fire Pumps</b>	Are pumps individually tested with two hoses supplying water to the extremities of the vessel to ensure adequate pressure?	YES	NO	
	Are the pumps operational under any ballast or loaded condition?	YES	NO	
	Is the fire main free from any leaks or temporary patches in the fire line or significant uncontrolled leaks in the packing glands or mechanical seals when fire pumps are energized?	YES	NO	
<b>Fire Fighting and Prevention</b>	Is the fire detection system operational with no faults? If fitted, is the cargo hold fixed smoke detection and/or extraction system connected and fully operational? Detectors shall not be covered or obstructed at any time.	YES	NO	
	Are the firefighters suits, facemasks and other components in good condition?	YES	NO	
	Do all fire doors close immediately and fully shut when closed, and are free of hold backs keeping doors in the open position? Do self closing doors close under their own power?	YES	NO	
<b>Charts/ Publications</b>	Are all required charts, including ECDIS, and publications are up to date? Has the Voyage plan been prepared and include security and pollution considerations?	YES	NO	
<b>Emergency Generator</b>	Is the Emergency Generator tested in all starting modes and operational? (Take special care to ensure that this system is fully operational, including ability to take a power load and starting batteries are fully charged.)	YES	NO	
<b>Oily water separator &amp; 15 ppm alarm</b>	Are the Oily water separator, OCM, 3-way valve and all connected piping in good order and operational? Is the crew able to test in accordance with written test procedures? All piping shall be in accordance with the ship's approved drawings.	YES	NO	
<b>Drills</b>	Are all fire, abandon ship, enclosed space and maneuvering life boat/rescue boat in the water drills up to date?	YES	NO	
<b>Crew Documentation</b>	All officers and ratings required by the vessel's Minimum Safe Manning Certificate have the appropriate and unexpired national and flag State documents for their capacities?	YES	NO	
<b>Emergency Lighting</b>	Have emergency lights been tested and verified operational?	YES	NO	
<b>Emergency Exits</b>	Are the emergency exits being free of any obstructions on the entire escape route?	YES	NO	
<b>Sewage treatment system</b>	Is Sewage treatment system operational?	YES	NO	
<b>ADDITIONAL REQUIREMENTS (for tankers only)</b>	Is Inert Gas Generator and/or Inert Gas System is operational?	YES	NO	
	Is Oil Discharge Monitoring Equipment (ODME) operational?	YES	NO	
	Are the cargo tank high level alarm and high-high level alarm operating with audio-visual alarms as required?	YES	NO	
	Is the fixed gas detection system operational with proper span gas, and testing/calibration procedures in accordance with ship's procedures per the SMS?	YES	NO	
	Are all pressure/vacuum (P/V) relief valves for cargo tanks have been tested and operational?	YES	NO	
<b>Maintenance:</b>				
Are there any required Ship Systems and Equipment not functioning and requiring maintenance? (If yes, please note below.)				

**I certify that I have verified, prior to this port arrival, except as noted herein, the above items and other systems and equipment are either:**

- a. in conformance with applicable international regulations;**
- b. deficiencies have been reported to the company and the Liberian Administration at [prevention@liscr.com](mailto:prevention@liscr.com); and**
- c. corrective action has been taken.**

**Master's signature** \_\_\_\_\_ **Date** \_\_\_\_\_

**Chief Engineer's signature** \_\_\_\_\_ **Date** \_\_\_\_\_