



THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

Marine Notice

INS-001
Rev.10/21

TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND AUTHORIZED CLASSIFICATION SOCIETIES

SUBJECT: Safety Inspections of Liberian Ships

Reference: (a) Maritime Regulation 7.191
(b) Maritime Regulation 10.296(6)

Supersedes: Marine Notice INS-001, dated 06/12

The following changes have been included:

- (a) Item 3.0 requires bi-annual in lieu of quarterly inspections**
- (b) MLC 252 Revision 08/2021 was included as Annex II**

PURPOSE:

To inform all parties of the Administration's policy regarding flag State vessel safety inspections.

APPLICABILITY:

This Notice applies to all Liberian flag vessels and vessels entering the registry.

REQUIREMENTS:

1.0 Initial Safety Inspections

All Liberian vessels are required to undergo an initial safety inspection upon registration (if in lay-up upon reactivation), upon re-registration resulting in both change of ownership and management, prior to resuming service at the end of a lay-up period in excess of six months or following any substantial structural alteration.

2.0 Annual Safety Inspections

Pursuant to the requirements of reference (a), all Liberian vessels are required to undergo an annual safety inspection with the following exceptions:

- .1 Unmanned barges;
- .2 Pleasure yachts not engaged in the carriage of passengers for hire;
- .3 Vessels fishing in waters under the jurisdiction of Liberia; and
- .4 Cargo vessels under 500 gross tons.

3.0 Bi-annual Safety Inspections

Passenger vessels, including high speed passenger ferries, are required to undergo safety inspections at least every six months and more frequently if there are issues concerning passenger safety or security found during one of these inspections.

4.0 Periodic Safety Inspections

Special purpose or uniquely constructed vessels may be required to undergo periodic inspection at assigned intervals of less than one year.

5.0 Special Safety Inspections

In addition to the above, a Liberian flagged vessel may also be required to undergo a special or unscheduled safety inspection at any time.

6.0 Nautical Inspectors

Inspections are carried out under the direction of the Marine Audit and Inspection Coordination Division, Office of the Deputy Commissioner, by duly appointed Nautical Inspectors.

7.0 Procedures

7.1 It is the responsibility of owners and Masters to present their vessels for timely inspection when the required inspection is due by contacting the Audit and Inspection Coordination Division at email: audit@liscr.com. This Division should be advised as to the vessel's next available port, ETA and Agent information. The owner or Master of a vessel may also request inspection of his vessel by prior arrangement with a Nautical Inspector in the port where the vessel will be available for such purpose. The names and locations of the Administration's Offices and Nautical Inspectors are available on the Administration's website: www.liscr.com. Note: The Audit and Inspection Coordination Division must be informed anytime the inspector is contacted, preferably by keeping the Division (email: audit@liscr.com) copied in all emails to prevent a duplication of effort and to ensure follow up when needed.

7.1.1 Owners or operators of vessels and MODU's engaged in the offshore seabed resource exploration, development and production industries operating in remote or hard to reach areas where a Nautical Inspector is not available, as confirmed by Audit and Inspection Division (email: audit@liscr.com) and vessels not expressly covered by the Safety of Life at Sea Convention (SOLAS) 1974, as amended, may have their vessels inspected in accordance with the Alternate Inspection Program defined in Marine Notice **INS-002**.

7.1.2 To more closely follow the requirements of SOLAS, the regulation requiring weekly fire and boat drills will be amended to require weekly fire and boat drills only for passenger vessels and the crew on cargo vessels to attend fire and boat drills once a month with weekly safety training sessions which should include training as outlined in **SAF-004**.

7.2 Vessels not inspected by the due date will be considered as "overdue" and follow up procedures will be initiated by the Fleet Performance Department. This may include an additional DOC and/or SMS verification audit.

8.0 Annexes

The annexes hereto are provided as information for owners and Masters, to facilitate the conduct of safety inspections.

ANNEX I - Guidance for Masters (Safety Inspection of Ships)

ANNEX II - Sample Report of Safety Inspection Forms (Form 252, Revised 08/21)


* * * * *

ANNEX I

SAFETY INSPECTION OF SHIPS: GUIDANCE FOR MASTERS

1. Documents, certificates and publications referred to in Parts A & B of the Inspection Form must be readily available, preferably in a central location, for examination and verification by the Nautical Inspector.
2. Publications referred to in Part B are obtainable from the sources listed in Marine Notice ADM-002. Publications obviously not applicable to a vessel need not be produced; e.g., dry cargo vessels need not obtain tanker safety publications, but OBO type ships should obtain them.
3. The following should be made ready for the inspector:
 - a) The official Minimum Safe Manning Certificate,
 - b) The original National Certificate of Competence (C.O.C), Liberian Certificate of Competency, Endorsement or Certificate of Receipt of Application for same for each officer.
 - c) For each crewmember: a Liberian' Seafarer's Identification Record Book with appropriate Special Qualification Stickers,
 - d) In the case of passenger ships the certificates of all survival craft/rescue boat crewmen in particular, and
 - e) A copy of the current crew list and the ship's emergency station bill.
4. Navigation records, publications, charts, log books, Oil Record Book, Cargo Record Book, Ballast Water Record Book, training records (to include fire and abandon ship drills, weekly safety training exercises and security drills) and all similar material must be available for inspection, preferably in one location, such as the chart room.
5. Nautical Inspectors have the authority, and have been instructed accordingly, to make a spot check of lifesaving, fire-fighting and general safety conditions covered by the SOLAS Certificate. The Master will be instructed to call in the Classification Society for examination and/or verification as may be necessary.
6. The Master should have lifeboats uncovered and vessel's firefighting equipment and appliances in their normally stowed positions ready for the Nautical Inspector's examination. Sufficient crew should be on board and shall be prepared to conduct such emergency drills as circumstances may dictate and permit.
7. The engine room must be clean and free of oil leaks before any inspection. Additionally, documentation such as the Statement of Compliance for the Consumption of Oil, the SEEMP, BDNs and records related to energy efficiency of the ship must be up to date.
8. The pilot ladder and associated gear such as gunwale steps, lights, manropes, etc. should be accessible and in conformance with the latest requirements in SOLAS Regulation V/23.
9. To facilitate the efficient conduct of safety inspections, one of the ship's staff shall be available to accompany the Nautical Inspector at all times during the safety inspection.
10. If safe to do so, the inspector will take at least the following photographs of the ship:
 - a) From the Shore: bow, quarter, and stern,
 - b) On Board: Bridge/Wheel House, Weather Deck from both the Bow and Bridge, Lifeboats and Launching Apparatus, and any damage, defect, or area of concern.

ANNEX II

| | | |
|--|---|---|
|  | MARITIME OPERATIONS DEPARTMENT MARINE SAFETY | LISCR, LLC Attn: Audit Department 22980 Indian Creek Dr. Dulles, VA 20166 - USA Phone: +1-703-790-3434 Fax: +1- 703-790-5655 Email: audit@liscr.com |
| LETTER REGARDING OPERATIONAL SAFETY INSPECTION | | |
| This Inspection is intended to assist owners in maintaining vessels at all times in compliance with the applicable safety & pollution prevention provisions of SOLAS, MARPOL, STCW, MLC and the Liberian Maritime Regulations. NOTE: The Nautical Inspector will complete this report after each inspection. The names of both the Nautical Inspector and the Master shall be entered in the bottom of the report. The original report will be retained on board and the nautical inspector will send a copy to Audit at LISCR, Dulles, Virginia, USA as an attachment to an email sent to audit@liscr.com . If serious deficiencies are found, the inspector shall immediately notify the Prevention Department at prevention@liscr.com or 703-790- 3434. After hours, please contact the Duty Officer at dutyofficer@liscr.com or 703-963-6216 | | |
| NAME OF VESSEL: | | GROSS TONS: |
| IMO NUMBER: | MANAGING OWNER/OPERATOR OR BAREBOAT CHARTERER NAME: ADDRESS: | |
| SHIP TYPE: | | |
| YEAR BUILT: | | |
| DATE INSPECTED: | Tel: | E-Mail: |
| PLACE INSPECTED: | | |
| PREV. INSPECTION PLACE: | PREV. INSPECTION DATE: | |
| INSPECTION TYPE: | Initial <input type="checkbox"/> Annual <input type="checkbox"/> Special <input type="checkbox"/> Quarterly <input type="checkbox"/> Other: <input type="checkbox"/> | |
| PURPOSE: | Regular <input type="checkbox"/> PSC Pre-Emptive <input type="checkbox"/> PSC Follow-Up <input type="checkbox"/> Special Inspection Program <input type="checkbox"/> | |
| REMOTE: | YES <input type="checkbox"/> NO <input type="checkbox"/> | |
| Summary: | | |
| | A. The inspector did not find any deficiencies. We wish to commend you, the vessel's master, and crew for maintaining a high standard of safety on board this vessel. | |
| | B. The inspector did not find any deficiencies but does have some recommendations. Please see the list on the next page. We encourage you to follow the recommendations. | |
| | C. The Inspector's list of deficiencies, recommendations, and recommended corrective actions are listed on the next page. Please send your Corrective Action Report regarding the listed deficiencies to the Administration at Prevention@liscr.com within thirty days. | |
| | D. The inspector found serious deficiencies which must be corrected before the vessel is allowed to sail. The serious deficiencies are noted on the list on the next page. This ship may also be required to have a Special Inspection; the Administration will contact you to schedule it if necessary. | |
| 1. The Master shall read the report carefully, and if there are any disagreements he should discuss them with the auditor. | | |
| 2. The Company designated Person Ashore should also read the report, and if he has any disagreement with the findings he is to contact the Prevention department. An email should be sent to prevention@liscr.com with the DPA's comments. | | |
| 3. Inspectors shall include photographs of the following: <ul style="list-style-type: none"> a) From the Shore: Bow Quarter and Stern b) On Board: Bridge/Wheel House, Weather Deck from both the Bow and Bridge, Lifeboats and Launching Apparatus c) Any damage, defect, or area of concern | | |
| IMPORTANT NOTICE THE INSPECTION REPORT DOES NOT CONSTITUTE CERTIFICATION, WARRANTY OR OTHER REPRESENTATION AS TO THE SEAWORTHINESS OF THE VESSEL DESCRIBED HEREIN, NOR DOES IT RELIEVE ANY PERSON OR ORGANIZATION FROM THEIR RESPECTIVE RESPONSIBILITIES AND OBLIGATIONS TO ENSURE THAT THE VESSEL IS MAINTAINED IN A SEAWORTHY CONDITION. | | |
| Name of Inspector/MID number | Name of the Master or Representative | |

Signature _____

Signature _____

| No. | Deficiency Code | <u>Deficiencies</u> | Recommended Action | Date to be completed |
|-----|-----------------|---------------------|--------------------|----------------------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

| No. | Code | <u>Observations/Recommendations</u> | Remarks |
|-----|------|-------------------------------------|---------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

| PART A. STATUTORY CERTIFICATES - SHIP DOCUMENTS - PUBLICATIONS <i>(Primary Deficiency Codes - 1100s, 1300s)</i> | | | | | | | | | | | |
|---|--|----|--|-----|--|--------|-----------------------|-----|----|-----|--|
| Class Society | | RO | | RSO | | ILO RO | | YES | NO | N/A | |
| Applicable Statutory Certificates are Valid/Present and have been properly endorsed? (Job Aid: Inspector Letter-04-2021) | | | | | | | | | | | |
| International Ballast Water Management Certificate on board? | | | | | | | | | | | |
| CSR: All versions are onboard and the latest version contains up to date information? SOLAS XI-1/5 | | | | | | | | | | | |
| For Bulk Carriers and Oil Tankers, Hull Survey Report (See ESP Code - A.1049(27), a as amended) | | | | | | | | | | | |
| Dangerous Goods Manifest and Stowage Plan (SOLAS VII/4,5 and 7.2; MARPOL Annex III/4) | | | | | | | | | | | |
| Liberian Maritime Legislation available on board (RLM 300)? | | | | | | | | | | | |
| Required Publications up to date? | | | | | | | | | | | |
| Approved Ballast Water Management Plan (BWMP) | | | | | | | | | | | |
| Evidence of financial security under MLC Regulations 2.5.2 and 4.2 | | | | | | | | | | | |
| Approved SEEMP Part II and CoC issued to the ship (Cargo Ships ≥ 5000 GT)? | | | | | | | | | | | |
| Statement of Compliance related to FO Consumption Reported (IMO DCS)/(EU MRV)? | | | | | | | | | | | |
| Statement of Compliance on Inventory of Hazardous Materials (IHM) (EU 1257/2013) – Vessels calling at a port or anchorage of an EU member | | | | | | | | | | | |
| Comments: | | | | | | | | | | | |
| | | | | | | | | | | | |
| PART B. ISM/ISPS CODE <i>(Primary Deficiency Codes - 15000s, 16000s)</i> | | | | | | | | | | | |
| Copy of the current editions of the ISM and ISPS codes on board and guidance from Liberia? | | | | | | | | | | | |
| Does the Master understand and perform his safety management system responsibilities? | | | | | | | | | | | |
| Is the Ship's Safety Officer and/or Ship's Safety Committee designated by the Master | | | | | | | | | | | |
| Are there records of Safety Meetings? | | | | | | | Date of last meeting: | | | | |
| SMS manual on board? | | | | | | | | | | | |
| Did the crew check and record your ID on boarding? | | | | | | | | | | | |
| Are restricted areas identified? | | | | | | | | | | | |
| Are there records of internal audits? | | | | | | | Date of last audit: | | | | |
| Are there records of external audits? | | | | | | | Date of last audit: | | | | |
| Records of communication for inoperable equipment/requisitions | | | | | | | | | | | |
| Annual Security Exercise | | | | | | | | | | | |
| Record any outstanding nonconformities ISPS or ISM: | | | | | | | | | | | |
| | | | | | | | | | | | |
| PART C. MANNING <i>(Primary Deficiency Codes - 1200s)</i> | | | | | | | | | | | |
| Note: On the attached crew list, identify any officer whose CoC or Liberian Endorsement has expired, or who does not have a Liberian Endorsement, COC, or Certificate of Receipt of Application (CRA). This is a major nonconformity & must be corrected before departure | | | | | | | | | | | |
| Is there at least the minimum crew as required by Minimum Safe Manning Certificate? | | | | | | | | | | | |
| Table of shipboard working arrangements is posted as required | | | | | | | | | | | |
| Official record of hours rested/worked? (Check random sampling) | | | | | | | | | | | |
| Record of watches | | | | | | | | | | | |
| GMDSS - One Radio Electronic Operator or 2 Deck/Nav Officers w/ General Operator certificates | | | | | | | | | | | |
| ECDIS- Generic Training Certificates + Type Specific Training Certificates (See 6.18 of RLM118) | | | | | | | | | | | |
| Security Officer Designated in writing has Liberian special qualification endorsement | | | | | | | | | | | |
| Master/Chief Engineer Handover Forms | | | | | | | | | | | |
| Is there a copy of the Seafarer's Employment Agreement on board? | | | | | | | | | | | |
| All crew members holding valid Seafarer's Identification Books? | | | | | | | | | | | |
| All crew members holding valid Medical Examination Certificates (MLC 1.2)? | | | | | | | | | | | |
| Min. number of persons holding valid Special Qualifications as required by MSMC/type of vessel | | | | | | | | | | | |
| Crew received safety and security awareness training when they came on board? | | | | | | | | | | | |
| Common language in use on board | | | | | | | | | | | |
| Master, officers and crew able to communicate effectively w/ each other, visitors, & passengers | | | | | | | | | | | |
| Ship's documents and manuals compatible with the language used on board | | | | | | | | | | | |
| All plans/signs in the common language used on board or in English in accordance w/SOLAS V/14 | | | | | | | | | | | |
| Comments: | | | | | | | | | | | |
| | | | | | | | | | | | |

| PART D. LOG BOOKS – Bridge, Engine Room and Radio Log Book and Records <i>(Primary Deficiency Codes - 1300s, 4000s)</i> | | | | | | | | | | | |
|---|--------------|-------|----------------------|-------|---------------------------------|--|--|--|--|---------------------------|--|
| <i>Note: Free fall lifeboats are only required to be dropped once every six months and a 1 year period</i> | | | | | | | | | | Lessons Learned/Comments: | |
| Language | | | | | | | | | | | |
| Date port lifeboat last lowered into water | | | | | | | | | | | |
| Date stbd lifeboat last lowered into water | | | | | | | | | | | |
| Boat and Fire Drills attended by crew monthly (SOLAS III/19.3) | | | | | | | | | | | |
| Lifeboat moved from stowed (once a week) (SOLAS III/20.6.3) | | | | | | | | | | | |
| L/B turned out from stowage (once a month) (SOLAS III/20.7.1) | | | | | | | | | | | |
| LSA weekly & monthly inspections: (SOLAS III/20.6 and 20.7) | | | | | | | | | | | |
| Fast Rescue Boat Started Weekly | | | | | | | | | | | |
| Safety Training held: Weekly/Monthly | | | | | | | | | | | |
| Bridge/Engine Room Official Log Books properly maintained | | | | | | | | | | | |
| Enclosed space entry drill | | | | | | | | | | | |
| Security Drills conducted quarterly (ISPS Code) | | | | | | | | | | | |
| Ship's articles: Name, rank, port and date of on-signers and off-signers | | | | | | | | | | | |
| Steering Gear Test (Arrival/Departure) | | | | | | | | | | | |
| Emergency Steering Drills (Quarterly) | | | | | | | | | | | |
| Company annual drill schedule followed | | | | | | | | | | | |
| Ballast Water Record Book - Appropriate entries recorded | | | | | | | | | | | |
| Garbage Record Book – Appropriate categories and entries recorded | | | | | | | | | | | |
| Passenger Vessels: Damage Control Drills (Quarterly) | | | | | | | | | | | |
| PART E. RADIO COMMUNICATIONS EQUIPMENT SOLAS IV <i>(Primary Deficiency Codes - 5000s)</i> | | | | | | | | | | | |
| Which radio sea areas: | A1 | A2 | A3 | A4 | Comments: | | | | | | |
| GMDSS equipment operational/testing requirements (SOLAS IV/7 to 11 and IMO Resolution A.702 (17)) | | | | | | | | | | Comments: | |
| Reserve sources of energy for radio and navigation equipment in good order | | | | | | | | | | | |
| Is the radio station in working order? | | | | | | | | | | | |
| Valid Radio Station License displayed? | | | | | | | | | | | |
| | A1 | A2 | A3-Satellite Service | A3-HF | | | | | | | |
| VHF with DSC | X | X | X | X | | | | | | | |
| DSC with receiver channel 70 | X | X | X | X | | | | | | | |
| MF telephony with MF DSC | | X | X | | | | | | | | |
| DSC watch receiver MF 2187,5 kHz | | X | X | | | | | | | | |
| Recognized Mobile Satellite Service with EGC | | | X | | | | | | | | |
| MF/HF telephony with DSC and NBDP | | | | X | | | | | | | |
| DSC watch receiver MF/HF | | | | X | | | | | | | |
| Duplicated VHF with DSC | | | X | X | | | | | | | |
| Duplicated Recognized Mobile Satellite Service | | | X | X | | | | | | | |
| NAVTEX received 518 kHz | | X | X | | | | | | | | |
| EGC receiver | X (1) | X (1) | | | | | | | | | |
| Float-free satellite EPIRB | X | X | X | X | | | | | | | |
| Search and Rescue Locating Devices | X (2) | X (2) | X (2) | X (2) | | | | | | | |
| Hand Held GMDSS VHF Receivers | X (3) | X (3) | X (3) | X (3) | | | | | | | |
| PART F. NAVIGATION, CHARTS, PUBLICATIONS AND RECORDS <i>(Primary Deficiency Codes - 10000s)</i> | | | | | | | | | | | |
| Navigational Charts: | | | | | Publications | | | | | | |
| Electronic Charts | Last update: | | | | Pilot Books/ Sailing Directions | | | | | | |
| Backup Electronic Charts | Last update: | | | | List of Lights/Radio Aids | | | | | | |
| Paper Charts | Last update: | | | | Tide Tables | | | | | | |
| Chart List or Catalog | | | | | Nautical Almanac | | | | | | |
| Notices to Mariners | | | | | | | | | | | |
| Voyage or Passage Planning (berth to berth) | | | | | | | | | | | |
| Completed | | | | | | | | | | | |
| Security considered as part of the voyage planning | | | | | | | | | | | |
| Pollution included in passage plan if vessel transits No Discharge/ECA/Special areas | | | | | | | | | | | |
| Comments: | | | | | | | | | | | |

PART G. NAVIGATIONAL AIDS (SOLAS V/19 & 20) (Primary Deficiency Codes - 1000s)

| Requirements for | All Ships | >or = 500GT | >or = 3000GT | >or = 10,000 | >or = 50,000G | Operational "Y" for Yes, "N" for No or N/A for Not Applicable | Comments: | |
|---|---|-------------|--------------|--------------|---------------|--|-----------|--|
| Standard Magnetic Compass | X | X | X | X | X | | | |
| Spare Magnetic Compass | | X | X | X | X | | | |
| Pelorus | X | X | X | X | X | | | |
| Means of correcting Bearings to true | X | X | X | X | X | | | |
| ECDIS with Back up | X | X | X | X | X | | | |
| Nautical publications with backup, if applicable | X | X | X | X | X | | | |
| GPS/GNSS receiver | X | X | X | X | X | | | |
| Sound reception system (enclosed bridge) | X | X | X | X | X | | | |
| Telephone to emergency steering | X | X | X | X | X | | | |
| Daylight Signal Lamp | | X | X | X | X | | | |
| Bridge Navigational Watch Alarm System (BNWAS) | | X | X | X | X | | | |
| Automatic Identification System (AIS) | | X | X | X | X | | | |
| Echo Sounder | | | X | X | X | | | |
| Gyro Compass | | X | X | X | X | | | |
| Gyro repeater at emergency steering | | X | X | X | X | | | |
| Rudder Angle Indicator | | X | X | X | X | | | |
| Indicators of propeller, pitch, & revolution | | | | | | | | |
| Speed and Distance Measuring Device through water | | X | X | X | X | | | |
| 9 GHz Radar | | X | X | X | X | | | |
| 3 GHz Radar or second 9 GHz | | | X | X | X | | | |
| Electronic Plotting Aid | | X | X | X | X | | | |
| Automatic Radar Plotting Aid | | | | X | X | | | |
| Automatic Tracking Aid (ATA) | | | X | X | X | | | |
| Second ATA | | | | X | X | | | |
| Rate of turn indicator | | | | | X | | | |
| Speed and Distance Measuring Device over ground | | | | | X | | | |
| Heading or track control system. | | | | X | X | | | |
| LRIT | Verify Broadcasting: LRIT@lisrc.com | | | | | | | |
| VDR | | | | | | | | |
| Navigation light indicator display | | | | | | | | |
| Maneuvering data on bridge | YES | NO | | | | | | |
| SSAS | Verify Confirmation Email from Administration | | | | | | | |

PART H. GENERAL SAFETY – (SOLAS II-2; III; the LSA, and FSS Codes) (Primary Deficiency Codes - 700s & 1100s)

| | | | | | | | Comments: |
|---|--|--------------------------|--------------------------|--------------------------|--------------------------|-----------|-----------|
| <input type="checkbox"/> | Pilot boarding arrangements. | | | | | | |
| <input type="checkbox"/> | Abandoned Ship Drill (During Inspection) | | | | | | |
| <input type="checkbox"/> | Fire Drill (During Inspection) | | | | | | |
| <input type="checkbox"/> | Equipment maintenance and training manuals | | | | | | |
| Lifeboat(s) Fast Rescue Boat | | | | | | | |
| <input type="checkbox"/> | Condition | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Condition | |
| <input type="checkbox"/> | Inventory | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Inventory | |
| <input type="checkbox"/> | Operation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Operation | |
| <input type="checkbox"/> | Davits | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Davits | |
| <input type="checkbox"/> | Annual Thorough Examination and Testing | | | | | | |
| <input type="checkbox"/> | 5 year operational testing of on-load release gear | | | | | | |
| Liferafts | | | | | | | |
| <input type="checkbox"/> | Stowage | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| <input type="checkbox"/> | Inspection | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| <input type="checkbox"/> | Hydrostatic RIs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| <input type="checkbox"/> | Davits | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Other LSA Equipment | | | | | | | |
| <input type="checkbox"/> | Lifejackets/TPA's | | | | | | |
| <input type="checkbox"/> | Immersion suits | | | | | | |
| <input type="checkbox"/> | Lifebuoys | | | | | | |
| <input type="checkbox"/> | Pyrotechnics | | | | | | |
| <input type="checkbox"/> | Line throwing equipment | | | | | | |
| <input type="checkbox"/> | Muster List and Emergency Instructions | | | | | | |

| | | |
|--|--|------------------|
| Checked condition of Fire Fighting Equipment, including: | | Comments: |
| Fixed and portable extinguishers | | |
| Emergency Fire Pump | | |
| EEBDs | | |
| Firefighter's Outfits | | |
| Foam analysis | | |
| Vent closures/Dampers | | |
| Emergency escapes | | |
| Smoke/Flame Detectors | | |
| Fire Alarm Panels Operational | | |
| Installed Fire Extinguishing System (<i>water mist operational, etc.</i>) | | |
| International Shore Connection | | |
| Two-way portable VHF explosion proof or intrinsically safe | | |
| PART I. MEDICINE CHEST AND MEDICAL PUBLICATIONS (Primary Deficiency Codes - 18400s) | | |
| Fully stocked with instructions/Medical Chest Certificate | | Comments: |
| International Medical Guide Third Edition or equivalent | | |
| Medical Log Book | | |
| Supplement to IMDG Code or equivalent publication | | |
| Hospital room | | |
| PART J. CREW ACCOMMODATIONS - (Primary Deficiency Codes - 18000s) | | |
| Checked condition of: | | Comments: |
| Ventilation | | |
| Lighting | | |
| Access and emergency escape markings | | |
| Toilets | | |
| Drinking Water (sufficient supply of clean waters) | | |
| Galley (cleanliness/grease traps/range hoods) | | |
| Provisions adequate and properly stored | | |
| Crew Spaces clear of ship's stores or equipment | | |
| Record of weekly inspections | | |
| PART K. GENERAL; Overall condition of vessel (PLEASE PHOTOGRAPH GENERAL CONDITION & ALL CONCERNS) | | |
| Checked condition of decks and superstructure: (<i>Primary Deficiency Codes - 2000s, 3000s, 7000s, 9000s, 18200s</i>) (<i>Cargo - 6000s</i>) | | |
| Weather Deck including forecastle | | Comments: |
| Cargo gear /cargo manifold | | |
| Mooring equipment | | |
| Winch brakes | | |
| Anchors and anchor windlass | | |
| Electrical fixtures, alarms and lighting | | |
| Rubber mats provided where needed | | |
| Openings; hatches, doors, pipe penetrations, vents | | |
| Watertight Doors | | |
| Fire dampers clearly marked and open/closed properly | | |
| Fire door(s) clearly marked and working properly | | |
| Quick closing valves operational (fuel oil-lube oil) | | |
| Upper decks including bridge | | |
| Pump room or Cargo room as applicable | | |
| Water Ingress detectors & remote pumping (SOLAS XII/12) | | |
| Portable gas detecting equipment tested (SOLAS XI-1/7) | | |
| TANKERS ONLY | | |
| Tank gauging equipment | | |
| Oil tankers of 150 GRT: approved/operable ODME properly maintained | | |
| ORB Part II/or Cargo Record book | | |
| Approved stability instrument for intact and damage stability (Oil, Chemical & Gas Carriers) | | |
| Inert Gas System | | |
| Crude Oil Washing (COW) | | |

Checked condition of engine room and engineering spaces: *(Primary Deficiency Codes - 13000s, 14000s)*

| | |
|--|------------------|
| Control Room | Comments: |
| Electrical Systems (outlets, fittings, junction boxes) | |
| Lighting | |
| Ventilation | |
| Alarms | |
| Protective guards around moving parts | |
| Main engine | |
| Auxiliary Engines | |
| Fuel lines | |
| Purifier Space | |
| Pumps | |
| Piping for fresh and salt water systems | |
| Sea chest | |
| Bilges | |
| Excessive oil and/or water leaks | |
| Engine Log up to date | |
| Low sulfur fuel change over for ECA recorded (MARPOL Annex VI) | |
| Bunker Delivery Notes showing Sulphur limit value | |
| Insulation | |
| Emergency Generator | |
| Overdue maintenance items? | |
| Oil Water Separator (OWS) | |
| Steering Gear Space | |
| Incinerator | |
| Marine Sanitation Device | |

General Comments: