



Indian Register of Shipping

CRITICAL ITEMS CHECKLIST FOR VESSELS BOUND FOR U.S. PORTS

Name of ship:	I. R. No.:
IMO Number:	Place:
Date:	

No.	QUESTION	Yes	No	N/A
Q.1	For ships equipped with MEPC.107 (49) Oil Content Meters (OCM), the Engineering Department staff can retrieve the “historical data” upon request by PSC authorities. All engine room alarm history, Oil Record Book (ORB entries), OCM history and tank soundings must match with respect to dates and tank levels. Any deviation must be investigated, corrected and if necessary reported to the Flag State. The use of “white out” is not permitted in ORBs. All OCM seals must be intact and not tempered. All ships must demonstrate the Oily Water Separator (OWS), OCM, and 3-way valve are fully operational and crew is able to test in accordance with written test procedures.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.2	OWS piping systems are in accordance with ship’s approved drawings.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.3	No fuel oil, lube oil or hydraulic leaks on operating machinery and no oil soaked lagging. Alarm for F.O. leakage from pressure fuel pipes in M/E & A/E are operational and drain lines not disconnected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.4	No soft patches on piping systems (if found, contact the Administrator immediately).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.5	No excessive bilge water in the engine room (or any other fire hazards in all machinery spaces).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.6	Bilge high level alarm system demonstrated fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.7	Sewage Treatment Plant is working satisfactorily & in use and Record of routine and repair maintenance available on board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.8	Ballast Water Management Plan (BWMP) is approved and is available onboard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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	Ship staff is familiar with BWMP and their duties in the implementation of Ballast Water Management onboard ship.			
Comments:				
Q.9	The fire detection system demonstrated fully operational with no faults. Vessel must have onboard means to test smoke, heat, and flame detectors which is approved by the manufacturer. No temporary covers or obstructions on any smoke or heat detectors for any reason. If applicable, cargo hold fixed smoke detection and/or extraction system is connected and fully operational	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.10	All quick closing fuel valves are working properly without binding. No temporary blocks to force valves in the open position. All pneumatic lines connected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.11	Steering gear tested in all modes including local and emergency without binding or uncontrolled hydraulic oil leaks. All steering alarms are fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.12	Main fire pumps – US Coast Guard (USCG) PSC will likely require one (1) fire hose rigged forward and one (1) from the bridge wing – and demonstrated two (2) straight steady streams of water with adequate pressure at the local gauge. Consideration must be given for extremely cold weather during the winter months.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.13	Emergency fire pump must be fully operational under any ballast or loaded condition and provide two (2) straight steady streams of water as described above	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.14	No leaks or temporary patches in the fire line or significant uncontrolled leaks in the packing glands or mechanical seals when fire pumps are energized.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.15	Emergency generator is tested in all starting modes, including auto start mode and can accept the electrical load. Starting batteries fully charged and in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.16	Emergency lights and navigational lights are in working condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.17	Machinery space ventilation dampers tested to ensure that they closed tightly and there is no mechanical binding.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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Comments:				
Q.18	Stack dampers tested to ensure that they close tightly and there is no mechanical building or light leakage observed from inside the stack space.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.19	No cement boxes unless the vessel's Classification Society (Class) has fully documented it.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.20	No overdue Conditions of Class / Statutory Conditions.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.21	All lifeboat and rescue boat engines start immediately and the rudders have good freedom of movement and no binding. Consideration must be given for extremely cold weather during the winter months.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.22	Lifeboats and Rescue boats lowered and maneuvered in water within last three months and record for same available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.23	All lifeboat windows have good visibility and not partially obscured, hazed or opaque. No cracks or fractures.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.24	No cracks or fractures in the lifeboat hulls or temporary repairs of any kind	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.25	All lifeboat food rations are in 100% airtight packing and not expired	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.26	All life raft painters secured properly to ensure "free floating" capability. This must be checked even after servicing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.27	Life rafts and critical firefighting equipment being serviced in port or at anchor have temporary equipment placed onboard by the service provider while the equipment is being sent ashore	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.28	All firefighting suits are in satisfactory condition, with the face mask in good order. No dry rotted rubber mask straps. Jackets, pants and gloves must not have any holes or rips in the material. Aluminized coating intact and in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.29	All fire doors immediately slam fully shut when closed with no hold backs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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	keeping doors in the open position.			
Comments:				
Q.30	No missing, paint covered, or plugged fixed CO ₂ / foam / or water mist system nozzles.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.31	All life boats and rescue boats are able to be launched and retrieved.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.32	Life saving and Fire fighting appliances are maintained as per LSA/FFA Maintenance plan, in working order and ready for immediate use at all times.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.33	Training manual as required by SOLAS Regulation II-2/15 & III/35 is provided and is ship specific.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.34	Navigational equipments are in working order e.g. VDR/S-VDR, Echo Sounder, Speed Log, Radar, ARPA, Magnetic and Gyro Compass, etc. and Records of periodic maintenance and tests are available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.35	Nautical Charts, including ECDIS, is updated to the most current Notice to Mariners. Publications are up to date, and voyage plans properly prepared.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.36	Vessels equipped with water mist systems to verify that all valves are in the correct alignment (OPEN) and to ensure that the system is FULLY operational. Also the system is in "AUTOMATIC MODE" and not "MANUAL MODE" and system is "ON".	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.37	Master, officers and crew ready for fire, abandon ship and confined space rescue drills as may be directed by USCG PSC officers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.38	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.39	Log books/ Records updated and maintained as required by safety management system.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.40	The safety management system includes procedures with respect to reporting of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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	non conformities, accidents, hazardous situations, failure of shipboard equipment, or any other situation on which the vessel required shore side assistance and Master is familiar with the procedure.			
Comments:				
Q.41	The company has established procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements established by the company. In meeting these requirements, the company to ensure that inspections are held at appropriate intervals; any non conformity is reported, with possible cause, if known, appropriate action is taken and records of these activities are maintained.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.42	Where previous PSC Inspection on board had identified deficiencies pertaining to ISM (other than Code 30), confirmation that company has carried out an internal audit within 3 months of PSC inspection and verified effectiveness of CA/PA.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.43	Up to date records of daily hours of work or rest in the approved format available for each seafarer (including the master).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.44	Seafarer's employment agreement including Article of Agreement is available for all seafarers, valid and all entries completed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.45	All seafarers hold valid medical certificate attesting that they are medically fit to perform the duties they are to carry out at sea.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.46	Seafarers are paid full wages as required by their SEA or CBA (at least monthly) and Statement of wages issued to the seafarers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.47	Cleanliness and general hygiene maintained in galley, mess rooms, provision stores and sanitary spaces in accommodation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
ADDITIONAL REQUIREMENTS FOR VESSELS BOUND FOR CALIFORNIAN PORTS				
Q.48	Completed "Marine Invasive Species Program Annual vessel Reporting Form" is submitted at least 24 hours in advance of the vessels first arrival of calendar year at California port.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				



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Q.49	Ship specific Bio-fouling Management Plan and Bio-fouling Record Book is provided on board and maintained.(For New vessels delivered on or after 1 January 2018 and for Existing vessels - after first regularly scheduled dry dock after 1st January 2018).			
Comments:				
ADDITIONAL REQUIREMENTS (for tankers only)				
Q.50	The Inert Gas Generator and/or Inert Gas System is fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.51	Overboard Discharge Monitoring Equipment (ODME) is fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.52	The high alarm (95%) and high-high alarm (98%) to be operating with audio-visual alarms as required.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.53	Fixed gas detection system is fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Reporting to Port State Control and Flag State Administration				
Q.54	Defects noticed, if any, reported to the Flag State and dispensation obtained for same.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
Q.55	Port State informed regarding the defect (if any) and regarding dispensation obtained from the Flag State.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
List of any non-operational equipment:				

Note: Please note the above check list covers only the critical items and is intended to help prepare the vessels bound for U.S. ports. The check list is not exhaustive and is for guidance only.