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| **REPUBLIC OF THE MARSHALL ISLANDS**  **MARITIME ADMINISTRATOR** CRITICAL ITEMS CHECKLIST |
| For all merchant vessels – the below Checklist is to be completed, signed and submitted to the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) prior to arrival at a United States (US) port. Failure to follow these requirements could lead to a detention by the Administrator or PSC authorities. **Place a check mark for either “Yes,” “No,” or “N.A” (not applicable) as shown below.** |

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| **Vessel Name:** | **Official No.:** |
| **Owner’s Agent, Phone, Email:** | |

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| **Yes** | **No** | **N/A** | **REQUIREMENTS FOR ALL VESSELS** |
|  |  |  | All ships equipped with MEPC.107(49) Oil Content Meters (OCM) must ensure that 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 Administrator. The use of “white out” is not permitted in ORBs. All OCM seals must be intact and not tampered. All ships must demonstrate that 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. |
|  |  |  | Ensure OWS piping systems are in accordance with ship’s approved drawings. |
|  |  |  | No fuel oil, lube oil or hydraulic leaks on operating machinery and no oil-soaked lagging. |
|  |  |  | No soft patches on piping systems. If found, contact the Administrator immediately. |
|  |  |  | No excessive bilge water in the engine room (or any other fire hazards in all machinery spaces). |
|  |  |  | Bilge high level alarm system demonstrated fully operational. |
|  |  |  | The fire detection system demonstrated fully operational with no faults. Vessel must have onboard a 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. |
|  |  |  | All quick closing fuel valves are working properly without binding. No temporary blocks to force valves in the open position. All pneumatic lines connected. |
|  |  |  | Steering gear tested in all modes including local and emergency without binding or uncontrolled hydraulic oil leaks. All steering alarms are fully operational. |
|  |  |  | 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 demonstrate 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. |
|  |  |  | 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. |
|  |  |  | 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. |
|  |  |  | Emergency generator is tested in all starting modes and can accept the electrical load. Starting batteries fully charged and in good condition. |
|  |  |  | Machinery space ventilation dampers tested to ensure that they close tightly and there is no mechanical binding |
|  |  |  | Stack dampers tested to ensure that they close tightly and there is no mechanical binding or light leakage observed from inside the stack space. |
|  |  |  | No cement boxes unless the vessel’s Classification Society (Class) has fully documented it. |
|  |  |  | No overdue Conditions of Class. |
|  |  |  | All lifeboat and rescue boat engines must 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. |
|  |  |  | All lifeboat windows must have good visibility and not partially obscured, hazed or opaque. No cracks or fractures. |
|  |  |  | No cracks or fractures in the lifeboat hulls or temporary repairs of any kind. |
|  |  |  | All lifeboat food rations are in 100% airtight packing and not expired. |
|  |  |  | All life raft painters must be secured properly to ensure “free floating” capability. This must be checked even after servicing. |
|  |  |  | Life rafts and critical firefighting equipment being serviced in port or at anchor must have temporary equipment placed onboard by the service provider while the equipment is being sent ashore. |
|  |  |  | All immersion suits visually inspected both internally and externally for tears, cracks, and deterioration. Zippers fully operational, not deteriorated, and open and close without binding. |
|  |  |  | All firefighting suits must be 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. |
|  |  |  | All fire screen doors must immediately slam fully shut when closed with no hold backs keeping doors in the open position. |
|  |  |  | No missing, paint covered, or plugged fixed CO2 / foam / or water mist system nozzles. |
|  |  |  | All life boats and rescue boats must be able to be launched and retrieved. |
|  |  |  | Nautical Charts, including ECDIS, must be updated to the most current Notice to Mariners. Publications must be up to date, and voyage plan must be properly prepared. |
|  |  |  | Vessels equipped with water mist systems should verify that all valves are in the correct alignment (OPEN) and to ensure that the system is FULLY operational. Also, the system must be in “AUTOMATIC MODE” and not “MANUAL MODE” and system is “on.” |
|  |  |  | Master, officers and crew ready for fire, abandon ship and confined space rescue drills as directed by USCG PSC officers. |
|  |  |  | 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. |
|  |  |  | In accordance with MN-2-011-13 §1.2, Cyber risks have been identified and addressed in the vessel’s SMS. |
|  |  |  | Please note the date of the ISM Document of Compliance annual verification: |

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| Yes | No | N/A | ADDITIONAL REQUIREMENTS *(for tankers only)* |
|  |  |  | The Inert Gas Generator and/or Inert Gas System is fully operational. |
|  |  |  | Overboard Discharge Monitoring Equipment (ODME) is fully operational. |
|  |  |  | The cargo tank high level alarm and high-high level alarm to be operating with audio-visual alarms as required. |
|  |  |  | Fixed gas detection system is fully operational. |
|  |  |  | All pressure/vacuum (P/V) relief valves for cargo tanks have been tested and are operational. |
| List of any non-operational equipment: | | | |

**FAILURE TO FOLLOW THIS CHECKLIST COULD LEAD TO THE VESSEL BEING DETAINED**

**By signing below, I certify that I have reviewed and verified each item found on the Critical Items Checklist. I also certify that if there is a problem with any item on the Checklist or any other non-operational equipment, I will notify the Administrator immediately at NOA@register-iri.com and I will report any non-operational equipment on the vessel’s NOA. I understand that adverse actions can be taken against my Officer’s license by the Administrator for failure to report a problem.**

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| *Master Signature / RMI Certificate No.* | *Print Name* | *Date* |

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| *Chief Engineer Signature / RMI Certificate No.* | *Print Name* | *Date* |

**COMPLETED FORM IS TO BE EMAILED TO** [**NOA@register-iri.com**](mailto:noa@register-iri.com)