भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 16-17011/5/2022-SD-DGS

Dated: 21.01.2026

DGS Order No. 01 of 2026

Sub: Age Norms and other Qualitative Parameters for Registration/operation of Vessels under Indian flag and, the foreign flag vessels required to apply for Licence under Sec 406 & 407 of The Merchant Shipping Act 1958.

Whereas, considering the objective of the Merchant Shipping Act, 1958, which is to foster the development and ensure efficient maintenance of Indian mercantile marine in a manner best suited to serve the national interests, DGS Order 06 of 2023 dated 24.02.2023 and its Corrigendum I dated 24.06.2023 was issued.

2. Whereas, the quality tonnage is paramount for safe and secure expansion of the maritime sector and to achieve sustainability in ocean governance. The safety of life at sea and ships depends on the quality of tonnage registered under the flag of a country. The registration, certification to ensure safety, pollution prevention and security of Indian ships are means to achieve the objective of the Merchant Shipping Act, 1958.

3. Whereas the average age of the world fleet is on the declining trend. However, the average age of the Indian tonnage is on the increasing trend over the years and there is a demanding need to modernise the Indian fleet. The IMO has adopted a strategy for the reduction of Green House Gas and to achievethe targets defined by IMO, the vessel needs to be transformed to alternate fuel ships and agenorms will assist in ensuring the gradual phasing out of fossil fuel ships and ushering of alternate/low-carbon energy efficient ships.

4. Whereas, the existing guidelines stipulate that no prior technical clearance is required for the acquisition of vessels below twenty five years of age and would be required for vessels exceeding twenty five years of age.

5. Whereas, there is a need to create a level playing field for Indian ships by applying the requirements for quality tonnage over the foreign flag vessels also, which are required to apply for licence under Sec 406 & 407 of the Merchant Shipping Act 1958.

6. Whereas, several representations were received from the stakeholders to review the application of this order or to exempt certain category of vessels due to their complexity, cost

of construction and unavailability. Representations were received indicating that the financial scenario of certain owners make it difficult to plan for a replacement vessel at this stage.

7. Whereas, the Directorate appointed IIM Indore as an independent agency for undertaking a study on the subject incorporating the global fleet scenario, Indian context, effect of age on safety, pollution prevention and performance, IMO regulations and its effect on aging vessels, the socio-economic effect considering the forthcoming GHG norms etc and submit a report to the Directorate.

8. Whereas, the IIM Indore report, based on their detailed study supported fully the entry age criteria towards the fleet modernization. The report further recommended certain criteria while considering the exit age such as dispensation for certain specialized and complex vessels of higher cost and less availability, granting further time period towards replacement planning due to economic impact and market shortage of vessels, imposing certain regulatory criteria based on IMO goals for exit instead of only age etc.

9. Whereas, a draft of this Order was published on 27.05.2025 for the stakeholder's consultation and the matter was further discussed extensively with Indian Ship-owners Associations such as INSA and ICCSA, Seafarer unions, ONGC, SCI, DCI, IADC etc and comments of stakeholders have been taken. Further, meetings were held on 26.08.2025, 08.09.2025 and 17.11.2025 on the subject matter; comments and suggestions from the stakeholders were considered on its merit, towards the culmination of this Order. The Order was then placed on website for thirty days from 01.12.2025.

10. Whereas, this order shall be applicable to all the Indian and foreign flag vessels required to be licenced under Sec 406 & 407 of the MS Act 1958. Accordingly, this order shall also be applicable to vessels granted exemption from licencing under sec 406 & 407 of the Act and operating on coastal trade of India.

11. Whereas, this order shall not be applicable to Passenger Vessels, FSRU, FPSO, Highly Specialized vessels (inter alia, Heavy Lift Installation Barge, crane barge, Pipe laying vessel, cable laying vessel, Research Vessel and Floating Docks), Dredgers, DP2 Diving Support Vessels, DP2 Well Stimulation Vessels and Drilling/Production units certified under MODU/SPS Code, as applicable.

12. Whereas, the age of the vessel for the purpose of this Order, shall be computed from the "Date of Delivery" as mentioned in the Cargo Ship Safety Construction Certificate or any other Statutory Certificate issued under IMO Convention/Code.

13. Now therefore, in accordance with Section 406, 407 & 456 of the Merchant Shipping Act 1958, read with the notification S.O. No. 3144 dated 17.12.1960 and to meet the objective set out in the preamble of the said Act to ensure efficient maintenance of Indian mercantile marine and to promote acquisition of quality tonnage and enhance the safety of life at sea, the Directorate General of Shipping specifies the following requirements;

Sl. No.	Type of Ships	Application
(1)	(2)	(3)
13.1.	**Ships for registration/operation under the Indian flag.**	The vessels of type as specified in Column A of the Annexure-I to this Order, shall comply with the requirements stipulated in said Annexure, as made applicable therein.
13.2.	**Ships acquired under Indian Controlled Tonnage:**	The age and other qualitative parameters, as specified in the Annexure-I shall also apply to vessels of similar kind acquired under 'Indian Controlled Tonnage' regime (put in place vide DGS order 10 of 2014 dated 23.07.2014) carrying coastal cargo or providing services within the Exclusive Economic Zone of India.
13.3	**Foreign Flag Ships:**	The entry age range and other qualitative parameters, as specified in the said **Annexure-I** shall also apply to all foreign flag vessels of similar kind requiring license under Sec 406 and 407 of M S Act 1958, for operating within the Exclusive Economic Zone of India, whether chartered by an Indian entity or otherwise. In such cases the maximum age of the vessel shall be determined as on the date of commencement of service or cargo carriage, as the case may be. Foreign Flag vessels exceeding the entry age range shall not be considered for issuance of license. Vessels within the entry age range shall be in possession and compliance with the qualitative parameters at the time of application of licence.

14. The Director General of Shipping reserves the right to dispense with any requirement of this Order on a case-to-case basis, after considering inputs from INSA, ICCSA or any other organisation, as may be deemed appropriate in the prevailing circumstances, in the public interest.

15. The requirement specified under this order shall come into force from the date of issue of this Order and accordingly amends the conditions indicated in the previous orders in this regard.

16. For the purpose of application of this Order, an 'Existing Vessel' means a vessel already registered under the Indian Flag on or before the date of issuance of this Order. Vessels acquired/to be acquired under the Indian Control Tonnage regime would also be treated in the same line with the Indian Flag vessel.

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17. The 'Existing Vessels' regardless of their age on the date of issuance of this Order, affected by the maximum age prescribed in the Annexure I of this Order, shall be allowed to operate until 31.03.2029, and an extension up to two years till 31.03.2031 may be considered subject to a review of the compliance to 'Sustainability Indexing of Ships' after two years from the issuance of this order.

The general cargo carrying ships falling under the category 'Other Cargo Ships' engaged in the transportation of cargo of forty years and above and special trade passenger ships of forty years and above shall be allowed to operate only during the fair-weather seasons and favourable weather conditions only.

18. Further operation of vessels beyond the above-mentioned date shall be subject to compliance to 'Sustainability Indexing of Ships' which will be issued by the Directorate in due course upon wider stakeholder consultation.

19. Foreign flagged vessels requiring licence under Sec 406 & 407 of the M S Act 1958 shall also be complying with the qualitative parameters as per Annexure I of this order at the time of applying for the licence.

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(Shyam Jagannathan)
Director General of Shipping

To,

1. All stakeholders/Ship-owners/Charterers/Shippers/All Indian Shipping Companies through the official website of the DGS, GoI.
2. INSA/ICSSA/FOSMA/MASSA/IMF/NUSI/MUI/SUI and other stakeholder associations.
3. Indian Ports Association.
4. Indian Private Ports and Terminals Association.
5. All ports.

Copy also forwarded for kind information to:

The Secretary to the Govt. of India, Ministry of Ports, Shipping and Waterways, Transport Bhawan, 1, Sansad marg. New Delhi-110001.

"Annexure -I of the DGS Order 01 of 2026"

Entry Age Range	COMPLIANCE REQUIREMENT		Conclusion
	Entry into the Flag conditions	Existing vessels	
A	B	C	D
1. OIL TANKERS			
When below 15 years of age	Provided, vessel is Classed with an IACS Member.	No additional condition.	1. Oil Tankers (2nd hand) of 20 years and above agecannot be acquired. 2. Entry Age range is also applicable to foreign flag ships as per para 13.3. 3. The above remarks 1 and 2 is applicable for RSV/ICV also. 4. Further operation beyond 25 years of the vessel is subject to its compliance with Para 17 above
When between 15 and 20 years	Provided, (i) vessel is Classed with an IACS Member, and (ii) CAP 1 rating for Hull and CAP 2 for Machinery & cargo systems, to be obtained not later than the next Drydock Survey.	Must obtain; (i) CAP 1 rating for Hull and minimum CAP 2 rating for Machineryand Cargo Systems from an RO of the GoI, at every dry-docking. (CAP ratings to be obtained from an RO of the GoI, to be obtained not later than the next Drydock Survey and maintained at every dry-docking thereafter)	
When, 20 to 25 years of age or above.	not permitted	Same as Above.	

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2. BULK CARRIER/GENERAL CARGO VESSELS (Other than *Exclusive Container Vessel*)			
When below 15 years of age	Provided, vessel is Classed with an IACS Member.	No additional condition.	1. Bulk Carrier/GC vessels (2nd hand) of 20 years and above age cannot be acquired. 2. Entry Age range is also applicable to foreign flag ships as per para 13.3. 3. No relaxation for Mini Bulk Carrier, RSV, special type vessels such as Ro-Ro etc. 4. Minimum Rightship Safety Score of 3 to be obtained and maintained. 5. Further operation beyond 25 years of the vessel is subject to its compliance with Para 17 above
When between 15 and 20 years	(i) Rightship Inspection or an evaluation by an RO under equivalent rating methodology developed by the DGS, to be obtained within 6 months of registering the vessel.	(i) Rightship Inspection or an evaluation by an RO under an equivalent rating methodology developed by the DGS as annexed, to be obtained within one year from the date of this order.	
When 20 to 25 Years of age or above	not permitted	Same as above.	
3. OFFSHORE FLEET *(Other than those addressed separately under this Order)*			
When below 15 years of age	Provided, vessel is Classed with an IACS Member.	No additional condition.	1. No 2nd hand acquisition after attaining 20 years of age. 2. Entry Age range is also applicable to foreign flag ships as per para 13.3. Except DP2 for allvessels, Withdrawal of certificates upon attaining 25 years of age. Withdrawal of certificates for DP-2 vessels attaining 30years of age.
When between 15 and 20 years	Provided, (i) vessel is Classed with an IACS Member, and (ii) OVID inspection or an evaluation by an RO under equivalent rating methodology developed by the DGS, to be obtained within 6 months of registry of the vessel.	(i) The OVID inspection or an evaluation by an RO under an equivalent rating methodology developed by the DGS as annexed, to be completed within one year from the date of the order, and once every year thereafter.	

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When between 20 to 25 Years	Not Permitted.	Same as above.	Further operation beyond 25 / 30 years of the vessel is subject to its compliance with Para 17 above
When between 25 to 30 Years	Not Permitted.	Same as above.	
4. SPECIALISED VESSELS (Diving Support, Geo-technical, Seismic Survey, Well Stimulation, Accommodation Barge) ***(Note: Applicable for vessels other than those at para 11)***			
When below15 Years of age	Provided, vessel is Classed with an IACS Member.	No additional condition	1. No 2nd hand acquisition after attaining20 years of age. 2. Entry Age range is also applicable to foreign flag ships as per para 13.3. 3. Further operation beyond 30 years of the vessel is subject to its compliance with Para 17 above
When between 15 and 20years	Provided, (i) vessel is Classed with an IACS Member, and (ii) OVID inspectionor an evaluation by an RO under equivalent rating methodology developed by the DGS, to be obtained within 6 months of registry of the vessel.	(i) OVID inspection or an evaluation by an RO under an equivalent rating methodology developed by the DGS as annexed within one year of the dateof issue of the circular, and every yearthereafter.	
When between 20 to 30 years	not permitted	In addition to the above, (i) Annual FSI/GI is to be carried out.	

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5. DEDICATED CONTAINER VESSELS AND DEDICATED CEMENT CARRIERS			
Up to20 years	Provided, vessel is Classed with an IACS Member.	No additional condition.	1. No 2nd hand acquisition after attaining 20 years of age. 2. Entry Age range is also applicable to foreign flag ships as per para 13.3. 3. Further operation of the vessel beyond 30 years is subject to its compliance with Para 17 above
20 to 30 years	Not Permitted.	(i) Annual FSI as per rules.	
6. GAS/CHEMICAL CARRIERS			
When below 20 years of age	Provided, vessel is Classed with an IACS Member.	No additional condition.	1. No 2nd hand acquisition after attaining 25 years of age. 2. Entry Age range is also applicable to foreign flag ships as per para 13.3. 3. Further operation beyond 30 years of the vessel is subject to its compliance with Para 17 above
When between 20 and 25 years	Provided; (i) vessel is classed with an IACS member, and (ii)CAP 1 rating for Hull and CAP 2 for machinery and cargo systems from an IACS member, to be obtained not later than next Drydock Survey.	Must obtain; (i) CAP 1 rating for Hull and CAP 2 for Machinery & cargo systems from an RO of the GoI. (CAP ratings as above to be obtained not later than next Drydock Survey., and at every dry-docking thereafter.)	
25 to 30 years	Not Permitted.	Same as above.	

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7. HARBOUR TUGS				
up to20 years	Provided, vessel is Classed with an IACS Member.	No additional condition.		Harbour tug means, tugs operating within harbour/port. No 2nd hand acquisition after attaining 20 years of age. Entry Age range is also applicable to foreign flag ships as per para 13.3. Further operation beyond 30 years of the vessel is subject to its compliance with Para 17 above
20 to 25 years	Not Permitted.	Regular Class surveys, DD inspection.		
25 to 30 years	Not Permitted.	Annual FSI.		
8. AHT's & TUGS INVOLVED IN LONG TOW				
up to20 years	Provided, vessel is Classed with an IACS Member.	No additional condition.		1. No 2nd handacquisition after attaining 20 years of age. 2. Entry Age range is also applicable to foreign flag ships as per para 13.3. 3. Further operation beyond 25 years of the vessel is subject to its compliance with Para 17 above
20 to 25 years	Not Permitted.	(i) TIQ inspection or an evaluation by an RO under equivalent rating methodology developed by the DGS as annexed, to be completed within one year from the date of the Order, and once every year thereafter.		

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9. NON-SELF-PROPELLED OCEAN-GOING CARGO CARRYING BARGES (Dumb Barges)				
up to 20 years	Provided, vessel is Classed with an IACS Member.	No additional condition.		Entry Age range is also applicable to foreign flag ships as per para 13.3.
20 to 25 years of age	Not Permitted.	(i) BIQ inspection or an evaluation by an RO under equivalent rating methodology developed by the DGS as annexed, to be completed within one year from the date of the Order, and once every year thereafter.		Further operation beyond 25 years of the vessel is subject to additional surveys equivalent to Renewal survey, every 2.5years by the RO
10. FOR VESSELS, OTHER THAN ABOVE (except those exempted at para 11)				
up to 20 years	Provided, vessel is Classed with an IACS Member.	No additional condition.		Entry Age range is also applicable to foreign flag ships as per para 13.3.
20 to 25 years of age	Not Permitted.	(i) Annual Class and FSI.		Further operation beyond 25 years of the vessel is subject to its compliance with Para 17 above

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Annexure II

Equivalent rating methodology developed by the DGS

Checklist for
Bulk Carriers and General Cargo

Report No.:

Inspection Report for Bulk Carriers / General Cargo Ships in Accordance with DGS Order 06 of 2023

Name of Ship: …….……. IMO No.: ….....

Official Number / Call sign: …… Port of Registry: …….……

Date……... Place of Inspection: …….

	NOTES:
1	Use "Y" for Yes/Satisfactory, "N" for Not Satisfactory, "NA" for Not Applicable.
2	Where any repairs or any deficiencies pending comments to be included in the remarks section.
3	Guidance on Credit Points – • Maximum credit point is mentioned against each requirements /check items. a. Where it indicates full compliance or an ideal situation or provides confidence of high performance, maximum credit points to be given. b. Where non-compliance is noted i.e. when a particular item is not satisfactory, no (zero) credit point is to be given. c. Where a non-compliance is noted and compliance is restored during inspection, credit points between highest and lowest credit points to be given based on explanation provided below. For example, where maximum credit point is mentioned as 02, for case 'a' 02 credit points is to be given, for case 'b', no credit point is to be given and for case 'c', where the compliance is restored 1 credit points to be given. Where maximum credit point is mentioned as 05, for case 'a' 05 credit points is to be given, for case 'b', no credit point is to be given and for case 'c', higher credit points (3 or 4) may be given based on restoration of full compliance while credit points 1 or 2 may be given where compliance is achieved by temporary measures e.g. issuance of a COC by class/deferment agreed with Flag Administration. • Where maximum credit point is not given to any item, justification for giving lower credit point is to be provided under Remarks for respective Section. • In case a particular check item/ requirement under any Section is Not Applicable to the vessel, no credit points are to be given for that item. • Where a particular Section is Not Applicable (for example, Section7B -LNG Fuel Management, Section 9B – Gantry Cranes, Section 16 – Ice or Polar Water Operation), no credit point is to be given for that Section d. Where a vessel is found not in compliance with mandatory Convention /Code requirements that would normally be considered sufficient to detain a ship from proceeding to sea pending correction, inspection/checklist is to be completed. However, vessel is not to be graded & non-compliance is to be reported to the Owner/ managers for rectification of the same. Subsequently on restoration of compliance, the vessel is to be graded on the basis of completed checklist. Where a vessel sails out without rectifying the non-compliance, same is to be included in the report and Flag Administration is to be informed.
4	Grading to be done as follows.

S.No.	Percentage score of credit points	Grading	Remarks
01	95 % and above	A	Very Good
02	85 % to 94.9 %	B	Good
03	60 % to 84.9 %	C	Average
04	59.9 % and below	D	Below Average

5 Vessels voluntarily complying with certain Convention / Code requirements and taking additional measures which will add to safety of ship/ crew and protection of environment will be given additional credit points as per Section 18 - "Additional//Voluntarily Measures taken by Vessel".

Based on the credit points scored under Section 18, additional notation will be assigned to the vessels grade as follows:

S.No.	Percentage score of credit points	Notation
01	75 % and above	+++
02	50 % to 74.9 %	++
03	25 % to 49.9 %	+

For example:

Case 1: If a vessel is graded A and further scores 80% of credit point under Section 18, vessel's final grading will be A+++.

Case 2: If a vessel is graded A and further scores 60% of credit point under Section 18, vessel's final grading will be A++.

Case 3: If a vessel is graded A and further scores 40% of credit point under Section 18, vessel's final grading will be A+.

6 **Example for grading:**

Total credit points as per checklist: **1174**

Considering following:

1. Section 7B (LNG Fuel) with **82** credit scores is not applicable to the ship.
2. Section 9B (Gantry Crane) with **60** credit scores is not applicable to the ship.
3. Section 16 (Polar Water Operations) with **55** credit scores is not applicable to the ship.
4. Item number 13.4, 13.5,13.6 & 13.7 under Section 13 reg. UMS operation with **08** credit points is not applicable to the ship.

Maximum credit points available to the ship =969 (1174-82-60-55-08)

Case 1: The ship scores total credit points of 930.

The ships grading will be 'Grade A' (96%)

However, if the ship was detained under PSC/FSI, 100 credit points will be deducted and the ship will get 830 credit points and in this case the ships grading will be 'Grade B" (85.6%)

If the same ship was also involved in a casualty or serious accident, further 75 credit points will be deducted and the ship will get 755 credit points and in this case the ships grading will be 'Grade C" (77.9%)

Case 2: The ship scores total credit points of 840.

The ships grading will be 'Grade B' (86.7%)

However, if the ship was detained under PSC/FSI, 100 credit points will be deducted and the ship will get 740 credit points and in this case the ships grading will be 'Grade C" (76.4%)

Report No.:

Section	Item	Details
1.0 **GENERAL INFORMATION**		
1.1	Flag *(Note-Frequent changes of flag of vessel must be scrutinized by inspector and shipowner comments obtained.)*	
1.2	Vessel delivery date	
1.3	Date of layup, if any greater than three months since vessel's delivery	
1.4	Deadweight	
1.5	Vessel type	
1.6	Hull type *(Single Skin-Double bottom / Double hull)*	
1.7	Vessel's operation at the time of inspection *(At anchor, alongside berth at port, loading, discharging, bunkering, Drydock undergoing repairs, At sea/ river transit)*	
1.8	Name of cargo being handled:	
1.9	Details of Port State Control inspection history for the last 12 months under the existing management	
1.10	Classification society	
1.11	Expiry date of class certificate	
1.12	Date the last Special Survey was completed	
1.13	Date of last routine dry dock	
1.14	Date of unscheduled repair / and or dry dock (if any) *(Record the reason for unscheduled repair and/or dry dock.)*	
1.15	Flag State Inspection: *Last Flag State Inspection date / Place:*	
1.16	Name of the vessel's manager	
1.17	Date the current vessel's manager took over the vessel	
1.18	Dates of last two visits of the ship's manager	
	1st Visit:	
	2nd Visit:	
1.19	Name of the ship's P&I club: *(International Group of P&I or Non-International Group of P&I)*	
Remarks:		

2.	Certification and personnel management	Y/N/NA	Maximum Credit points	Credit points scored
2.1	Is the latest Class Survey Status available and are all statutory certificates listed in the Class Survey Status valid, and is the vessel free of condition of class or significant recommendations and are all classification and statutory surveys not overdue?		02	
2.2	Has the vessel been provided with certificates of financial security for seafarers? *(MLC Reg. 2.5.2 and Reg.4.2.1)*		02	
2.3	Are all personnel able to communicate effectively in English language?		02	
2.4	Does the manning level meet or exceed that required by the Minimum Safe Manning Document?		02	
2.5	Are the work/ rest hour records maintained for all personnel onboard and is in compliance with MLC or STCW requirements?		05	
2.6	Has the Master been provided with relevant ship handling training? *Note: Masters before assuming the duties on a large ships or ships having manoeuvring and handling characteristics significantly different from those in which they have recently served are to undergo relevant ship handling training.*		02	
2.7	Has an SMS policy and procedure been established to enforce the STCW Convention and Code requirements for the purpose of preventing drug and alcohol abuse?		02	
2.8	Are the limits of blood and breath alcohol contents in the drug and alcohol policy equal to, or less than the STCW mandatory alcohol limit?		02	
2.9	Are alcohol test carried out onboard as per ships SMS and records maintained? Date last done:		02	
2.10	If the vessel is equipped with an Electronic Chart Display and Information System (ECDIS), have the Master and deck officers undertaken both, generic training and type-specific familiarization on the system fitted onboard?		02	
2.11	Does the ship's manager provide value-added training courses beyond the STCW to its on-board officers? *(e.g. training on handling of dangerous and hazardous substances in solid form / packaged form, training for Ballast Water Management System, Scrubbers/ EGCS, etc., as applicable)*		02	
	Section 2 subtotal credit score		**25**	

Remarks:

3.	Navigation	Y/N/NA	Maximum Credit points	Credit points scored
3.1	Is practical guidance on navigational safety incorporated in the vessel manager's navigation instruction /procedures and are officer's familiar with the company's navigation procedures?		05	
3.2	Is the vessel maintaining an adequate record of all navigational activities, both at sea and during pilotage?		05	
3.3	Are the requirements of the master's standing orders explained to the deck officers? *Record a Finding if the detail of visibility criteria, calling the Master, minimum CPA and ECDIS display layers for various navigation conditions was not incorporated in the Master's standing order. The Master shall clearly highlight the potential safety risks involved in VHF radio communication between vessels and reliance on AIS communication information, for the purpose of collision avoidance. The VHF or AIS text facility should not be used for collision avoidance purpose. Master shall be called if the vessel is needed to exit the XTC.*		05	
3.4	Are bridge order books (Night Order) being completed by the master and countersigned by the officers?		02	
3.5	Is the maneuvering information for the vessel displayed on the bridge and are bridge logbooks, bell book, radar performance book, and Change of Watch at Sea check list being correctly maintained?		02	
3.6	Have operational checks on navigational equipment been done and are checklists being effectively completed when preparing for sea and prior to port entry?		05	
3.7	Are there records indicating that routine tests and checks of bridge equipment are being undertaken regularly?		02	
3.8	Has the master/pilot information exchange been taking place effectively and is the standard pilot card being completed as required?		05	
3.9	Are the deck officers' familiar with the operators Under Keel Clearance policy, able to demonstrate satisfactory UKC calculations for the last voyage and is the policy comprehensive?		02	
3.10	Are fire and safety rounds being completed after each watch, recorded in the deck log and are the staff conducting the rounds aware of their duties here?		02	
3.11	Does the manning level in the bridge at all stages of the voyage and anchor meet or exceed that required by the Bridge Manning Matrix and are lookout arrangements adequate?		02	
3.12	Is navigation equipment in good working order and minimum critical spares as per SMS maintained onboard?		02	
3.13	Are navigation lights, emergency navigation lights, shapes, and signaling equipment in working order?		02	
3.14	Was the Bridge Navigational Watch Alarm System operational when the ship was underway and at anchor, and required tests conducted and recorded accordingly?		02	
3.15	Are the Standard Magnetic and Gyro compasses in good order and is the OOW aware of the requirements for taking compass errors and is the compass error book maintained?		02	
3.16	Are the standard magnetic compass adjusted as per ships SMS and properly maintained?		02	
3.17	Where manual steering is engaged, is the change over from auto steering, and vice versa, recorded?		02	

3.18	Was the hand steering in use for the vessels transit from pilotage to the berth as appropriate and are deck officer's familiar with the changeover from hand steering to auto and vice versa?		02	
3.19	Are deck officers familiar with the procedure to preserve the VDR data in the event of an incident?		02	
3.20	Is a chart and publication management system being implemented to ensure that all charts, nautical publications, and other publications on board are current, maintained and up to date?		02	
3.21	Were appropriate charts and publication used for the previous voyage?		02	
3.22	Are Master and deck officer's familiar with the operation of the ECDIS system fitted on board?		05	
3.23	Is the master and deck officers' familiar with the safety parameter settings for the ECDIS and have the safety settings been correctly applied for the vessels passage?		02	
3.24	Has the vessel been safely navigated in compliance with international and inland regulations?		02	
3.25	Are records available to show that the echo-sounder recorder is being switched on prior to each approach to shallow water, port entry and departure and has the echo sounder remained in operation while the vessel has been transiting in shallow waters?		02	
3.26	Was the berth-to-berth passage plan of the previous voyage comprehensive and approved by the master?		02	
3.27	Have the parallel index techniques been used when monitoring the passage in coastal and pilotage waters, particularly in conditions of restricted visibility or at night?		02	
3.28	Was the track of the ship monitored at sea and during the pilotage?		02	
3.29	Is the Global Navigation Satellite System (GNSS) set to the correct Geodetic Datum, and are officers aware of the errors and alarms associated with GNSS?		02	
3.30	Are procedures in place controlling the use of mobile phone, internet, and email services on the bridge?		02	
3.31	Are deck officers aware of the requirements for managing Navtex and Navarea Warnings and is there evidence of an effective system in place to monitor these warnings?		02	
	Section 3 subtotal credit score		**80**	

Remarks:

4.	**ISM SYSTEM**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
4.1	Has the vessel's manager established a documented system for personnel to effectively implement the ISM Code?		05	
4.2	Has a safety officer been appointed and trained, and is the safety officer familiar with the principles and practice of risk assessment?		02	

4.3	Are the records pertaining to the latest shipboard internal and external audits, as well as navigation audits, available, and are corrective actions being taken in response to non-conformances? *Last ISM Internal audit date:* *Last ISPS Internal Audit date :* *Last Navigation Audit date :*		05	
4.4	Does the master periodically review the effectiveness of the onboard Safety Management System as per Company Policy, report the findings to shore based management and receive feedback from them? (Record last two SMS review by Master and company feedback.)		02	
4.5	Are enclosed space entry procedures defined, up to date and accurate in the safety management system, and is a specific list of enclosed spaces clearly defined on board, and are the ship's personnel familiar with the enclosed space entry procedures? *(Inspector to verify the gas meters carried onboard are appropriate considering the cargoes vessel is carrying / trading.)*		05	
4.6	Is entry into and rescue from enclosed space training undertaken and are regular drills conducted?		02	
4.7	Are procedures in place for the control of hot work, are they incorporated in the safety management system and is there documented evidence of compliance? Permits to hot work should address dangers to all adjacent cargo or other flammable materials that may be exposed, as well as the necessity for additional protective covers.		05	
4.8	Has a specific permit to work and effective Lock-Out/Tag-Out (LOTO) system been introduced for high-risk duties and are the permits being used effectively; are the crew aware of these requirements and is there documented evidence of compliance ? *The vessel's manager should identify the High-risk tasks on board and create a specific permit and risk assessment system for the ship.*		02	
4.9	Is there a schedule of drills and exercises to address potential emergency shipboard situations and is it being conducted effectively?		02	
4.10	Are there procedures for reporting, investigation and close-out of non-conformities, accidents, and hazardous situations available and are they being followed?		05	
4.11	Are crew members participating in safety meetings and is there evidence of effective discussions on safety related issues with shore management feedback?		02	
4.12	Is a completed IMSBC/BLU Code ship/shore safety checklist for loading and unloading dry bulk carriers available and are the requirements of the checklist complied with?		02	
4.13	Are Water Ingress Detector System (WIDS) and alarms maintained in good condition and are the records of tests being maintained?		02	
4.14	Has a smoking policy been implemented; is it being followed and are designated smoking areas adequately identified?		02	

4.15	Are portable gas detectors suitable for atmosphere testing of enclosed spaces provided; in good condition; calibrated in accordance with the manufacturer's instructions, and are officers trained and competent with their operation? *(Inspector to verify the gas meters carried onboard are appropriate considering the cargoes vessel is carrying / trading).*		02	
4.16	Are officers aware of safety guidelines for electric welding equipment, are written guidelines posted and equipment in good order?		02	
4.17	Is gas welding and burning equipment in good order and spare oxygen and acetylene cylinders stored apart in a well-ventilated location outside of the accommodation and engine room?		02	
4.18	Are the lifeboats, rescue boat and davit-launched life raft; their equipment and launching arrangements being serviced periodically; in good condition, and are the crew familiar with the launching procedure and operation? *Last service date of Life Boat launching arrangements:* *Last service date of Life raft launching arrangements:*		05	
4.19	Are life rafts in good order and are hydrostatic release units maintained and installed correctly?		02	
4.20	Are life jackets in good condition, allocated as per the plan and donning instructions clearly displayed?		02	
4.21	Are immersion suits in good condition, allocated as per the fire and safety plan and donning instructions clearly displayed?		02	
4.22	Are IMO symbols to identify the location of life saving equipment, firefighting equipment and hazardous area displayed appropriately and in good condition?		02	
4.23	Has a sample of foam compound, applicable to both fixed and portable systems, been sent for regular testing as per PMS and is evidence of satisfactory results available?		02	
4.24	Are fire mains and associated isolation valves, fire boxes, hoses, nozzles, applicators, and spanners regularly inspected and maintained and found to be in a satisfactory operating condition?		05	
4.25	Are the International Shore Connection fitting arrangements clearly marked and well maintained and are the crew aware of their location?		02	
4.26	Are officers aware of the requirements for testing fixed fire detection and alarm systems and are the systems in good order and tested regularly?		02	
4.27	Are the crew familiar with the fixed fire extinguishing systems, where fitted, are they in good order and are clear operating instructions posted?		05	
4.28	Is the emergency fire pump in full operational condition, starting instructions clearly displayed and are officers able to operate the pump?		05	
4.29	Are portable fire extinguishers in good order with operating instructions clearly marked and are crew members familiar with their operation?		05	
4.30	Are firemen's outfits including their equipment, two-way portable radiotelephone apparatus for fire-fighter's communication and breathing apparatus in good condition, fit for purpose and available for immediate use.		02	

4.31	Is the operation and maintenance of the breathing apparatus air recharging system (where fitted) incorporated in the ship's safety management manual, and has the annual air quality check for breathing apparatus air recharging systems been carried out?		05	
4.32	Are crew members familiar with the donning of Emergency Escape Breathing Devices (EEBD's) located in the accommodation, engine room and are they in good order and ready for immediate use?		02	
4.33	Are ventilation fire dampers clearly marked with open/close positions and space served and is there evidence of regular testing and maintenance?		02	
4.34	Are Material Safety Data Sheets (MSDS) for all bunkers, chemicals, paint, corrosive, and toxic materials available, and are all crew familiar with their contents?		02	
4.35	Is a safe means of access to the vessel being provided.		02	
4.36	Are accommodation ladders and gangways maintained in good condition, marked clearly, and inspected regularly.		02	
4.37	Are pilot ladders used for pilot transfer in good condition and inspected regularly, clearly identified with tags or with permanent marking and are maintenance records available?		02	
4.38	Has the vessel been provided with ship-specific fire safety and SOLAS training manuals and operational booklets?		05	
4.39	Is an up-to-date muster list with ship specific emergency instructions displayed?		02	
4.40	Are the crew familiar with the helicopter operation at sea, and are records available to show that the proper communication, shipboard helicopter safety checklist and specific risk assessment conducted prior to helicopter operation?		02	
4.41	Are the crew familiar with their duties in the event of an emergency and are emergency drills being carried out as required?		05	
4.42	Are the crew familiar with their duties during lifeboat and fire drills and are drills being performed effectively and on a frequency meeting SOLAS and flag state requirements?		05	
4.43	Is there evidence of regular training in the use of life-saving equipment undertaken and are crew familiar with those requirements and the location / contents of the training manuals?		02	
4.44	Are lifebuoys, associated equipment, and pyrotechnics in good order, clearly marked and are there clear procedures?		02	
4.45	Are the ship's officers able to demonstrate their familiarization with the operation of fixed and portable firefighting, lifesaving and other emergency equipment?		05	
	Section 4 subtotal credit score		**135**	

Remarks:

5.	POLLUTION PREVENTION AND CONTROL	Y/N/NA	Maximum Credit points	Credit points scored
5.1	Is the Oil Record Book completed correctly?		05	
5.2	Are the ship's crew familiar with their duties in relation to the Shipboard Oil Pollution Emergency Plan (SOPEP), is the plan maintained updated with emergency contacts readily available?		05	
5.3.1	Are the ship's personnel aware of the requirements of MARPOL Annex V with respect to the disposal of operational waste and cargo residues from ships?		02	
5.3.2	Have disposals of sludge and other machinery waste been conducted in accordance with MARPOL requirements?		02	
5.4	Is the ship fitted with a main deck boundary coaming and scupper arrangement that is effectively plugged during operations and are scupper filters readily available for draining rainwater on deck when the vessel is involved in solid bulk cargo operations?		02	
5.5	Is the vessel free from any visible bulkhead leakage?		02	
5.6	Are the cargo hold bilge pumping systems and bilge arrangements appropriately set, in good order and tested?		02	
5.7	Is the sounding of cargo hold bilge, ballast tanks, chain lockers, pipe ducts and other void spaces regularly performed for accumulations of water, or alternative evidence of regular monitoring?		02	
5.8	Are suitable containment arrangements in place around the hydraulic components of deck machinery?		02	
5.9	Are the arrangements for detection and disposal of water from forecastle store and chain locker in good order, and are measures in place to prevent the accidental discharge of oil?		02	
5.10	If a ballast water treatment system is fitted, is it in good order and are the officers familiar with its safe operation?		02	
5.11	Is an approved ballast water and sediment management plan provided and complied with?		02	
5.12	If ballast tanks are located adjacent to fuel oil tanks, or there is a possibility of contamination by hydraulic oil, are ballast tank contents being sampled to ensure there has been no contamination of the water by oil prior to discharge?		02	
5.13	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; is the area around the bilge injection suction bell mouthed clear of debris and clean?		02	
5.14	Are arrangements for sludge collecting pumps free from any connection to a direct overboard discharge?		02	
5.15	Are the Engine room Bilge pumping system and Oily Water Separator (OWS) in good order and being operated in accordance with MARPOL requirements and engineers well familiar with its operation and data recovery procedure where applicable?		05	
5.16	Have specific warning signs been posted at the Oily Water Separator overboard discharge valve and effective sealing arrangements implemented to prevent accidental opening?		02	
5.17	Is the steering compartment oily bilge water discharge arrangement satisfactory?		02	

5.18	Has a declaration been provided by the shipper as to whether the cargo is harmful to the marine environment (HME)?		02	
5.19	Has a Garbage Management Plan been provided and is the Garbage Record Book (GRB) being correctly maintained?		02	
5.20	Are the garbage storage and disposal facilities in a tidy and hygienic condition?		02	
5.21	Has the vessel been provided with a specific Ship Energy Efficiency Management Plan (SEEMP)?		02	
5.23	If the vessel is provided with an exhaust gas cleaning system (scrubber system) are the engineers familiar with its safe operation and have procedures been incorporated in the Safety Management System?		02	
5.24	Are the ballast pumping systems, their associated instruments, controls, valves, and pipework in good order and is there recorded evidence of regular inspection?		02	
5.25	Is the ballast control panel, including the pressure gauges, draft gauges, remote control system for the ballast line and ballast valves in good order and maintained regularly?		02	
5.26	Are ballast tank manholes being maintained in good condition?		05	
	Section 5 subtotal credit score		**64**	

Remarks:

6.	**SHIP'S STRUCTURE (HULL, SUPERSTRUCTURE AND EXTERNAL WEATHER DECK)**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
6.1	Is the vessel free of any hull repairs unreported to class? *Record a Finding if documents or visual evidence indicated that unauthorized hull repairs have been carried out.*		02	
6.2	Does the SMS include procedures for regular inspection of cargo holds, ballast tanks, void spaces, trunks, duct keel and cofferdams by the ship's personnel and are records maintained?		02	
6.3	Is the enhanced survey report file adequately maintained and does the condition evaluation report confirm the fitness of the ship for its intended service for the next five years?		02	
6.4	Are the access points to cargo holds, ballast tanks, and void spaces including vertical ladders, spiral ladders, rungs, stations, and platforms being maintained and in good order?		05	
6.5	Are the air pipes and sounding pipes in the cargo holds and void spaces in good condition?		05	
6.6	If the vessel has a duct keel, is the access, mechanical ventilator, and lighting adequate and is it free of water?		02	
6.7	Is the vessel free of any apparent structural defects?		02	
6.8	Are cargo hold ventilation systems being maintained in good condition?		02	
6.9	Is the general condition of service pipework satisfactory and is it free from significant corrosion and pitting and soft patches or other temporary repairs?		05	
	Section 6 subtotal credit score		**27**	

Remarks:

7A	FUEL MANAGEMENT (OIL FUEL)	Y/N/NA	Maximum Credit points	Credit points scored
7.1	Is adequate manifold spill containment provided under the bunker manifolds, and are they clean and empty?		02	
7.2	Is bunker transfer system hydrostatically tested to their Maximum Allowable Working Pressure (MAWP) on an annual basis and to 1.5 times their MAWP at least twice within any five years period? *Last test date to MAWP –* *Last test date to 1.5 times MAWP -*		02	
7.3	Are the drains, vents, and pressure gauges at the bunker manifolds in good order and blanks fitted when not in use?		02	
7.4	Are save-alls fitted around all fuel, diesel, and lubricating oil tank vents; are they clean and empty, and is the drain plug secured with a strap chain to a save-all? The height of any save-alls around fuel, diesel and lubricating tank vents must be smaller than the vent heads themselves, since this could lead to the ingress of water in bad weather if the save-alls become filled with water.		02	
7.5	Are there procedures for analysis of fuel, lubricating and hydraulic oils, and are oil sampling requirements aligned with equipment manufacturer's recommendations?		05	
7.6	Are SMS guidelines for the mitigation of engine damage due to catalytic fines and other potentially injurious elements or containments in place and being followed?		02	
7.7.1	Are bunkering and oil transfer operations carefully planned and executed in accordance with procedures, and are details of the last operation available?		05	
7.7.2	Are the vessels staff engaged in bunkering operations well aware of safe transfer requirements and are detailed bunker transfer instructions available?		02	
7.8	Can the vessel safely comply with the requirements of Emission Control Area (ECA) and other local requirements regarding use of very-low or ultra-low sulphur fuels in the main engine, auxiliary engines, and boilers?		02	
7.9.	Are ship-specific procedures to control the change from residual to low-sulphur / distillate fuels and vice versa provided, and is the fuel oil change over logbook and data collection system being maintained correctly?		05	
7.10	Are the Quick Closing Valves of the fuel system being regularly tested and in good order?		02	
7.11	Are high pressure fuel delivery pipes of diesel engines protected with a jacketed piping and alarm system, and is the alarm system being tested regularly and in good order?		02	
7.12	Are purifier rooms and fuel and lubricating oil handling areas ventilated, free of oil leaks and clean?		02	

7.13	Is the reserve fuel tank of the emergency generator filled with sufficient fuel of a suitable type for at least 18 hours operation?		02	
	Section 7A subtotal credit score		**37**	

Remarks:

7B	**FUEL MANAGEMENT (LNG FUEL)**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
7.1.1	Is there an approved LNG Fuel Handing and Emergency Procedure Manual, PPE relevant to LNG bunker operations and are crew familiar with the bunkering and emergency procedures such as leakage, fire or potential fuel stratification resulting in rollover?		05	
7.1.2	Are risk assessments for LNG bunkering completed and available?		02	
7.2	Do the master, engineering officers and all personnel with immediate responsibility for the care and use of fuels and fuel systems on ship, hold a certificate in advanced training for service on the ships subject to the IGF Code?		02	
7.3	Do seafarers responsible for designated safety duties associated with the care, use or emergency response to the fuel onboard the ship, hold a certificate in basic training for service on ships subject to the IGF Code?		02	
7.4	Does the schedule of drills and exercises related to LNG fuels address potential emergency shipboard situations and has it been conducted effectively?		05	
7.5	Are hazardous areas marked with clearly visible warning signage and are the crew familiar with the special precautions and the risks for those areas?		02	
7.6	Are staff responsible for LNG bunkering aware of their responsibilities and actions to be taken in case of malfunction or emergency and are instructions and warning signs clearly posted on site for safe LNG bunkering operation?		05	
7.7	Is the safety zone clearly marked and, have restrictions within the safety zone been enforced and followed?		02	
7.8	Are the self-igniting lights of lifebuoys located in the hazardous area intrinsically safe?		02	
7.9	Is the LNG bunkering operator control panel fitted with an earth indicator light to indicate the faulty circuits and is the control panel free of any faulty earth indication during LNG bunkering?		02	
7.10	Is the main radio aerial earthed and are portable two-way UHF radios approved for use in hazardous areas?		02	
7.11	Has a pre-compatibility assessment and study of the weather and current forecast been carried out prior to confirming the bunkering operation and is there documented evidence of such assessment and study?		02	
7.12	Is all lighting around the bunker area Ex-rated and does it appear adequate to illuminate the bunker area?		02	
7.13	Have the key components of the LNG bunkering system been identified, included within the PMS, maintained and where applicable, calibrated as per the manufacturer's recommendation?		02	
7.14	Is there a procedure for communication failure during LNG bunkering operation and are crew familiar with such a procedure?		05	

7.15	Is there an agreed method of tank pressure and temperature control between the delivering and receiving vessels and is there recorded evidence to show that both ships' combined temperature and pressure range are within the safety limits before commencing LNG bunkering?		02	
7.16	Is there evidence to show that a detailed mooring plan was exchanged between the delivering and receiving vessels and has the master of the receiving vessel reviewed the type and size of fenders of the delivering vessel?		02	
7.17	Has the LNG hose handling operation been carried out and supervised by trained personnel?		02	
7.18	Is a water curtain system provided for the ship's sides in way of manifold and is the manifold tray arrangement adequate and free of any sharp edges?		02	
7.19	Has the LNG fuels bunkering checklist been correctly completed and is there evidence to show that they are effectively managing their obligations as accepted in the checklist?		02	
7.20	Are LNG bunker lines being inerted immediately after completion of LNG bunkering and disconnection of hoses from the manifolds and before departure?		02	
7.21	Are system safety valves in good order and officers aware of the requirements?		02	
7.22	Is the receiving vessel in a high state of readiness at all times during LNG bunkering operations?		05	
7.23	Was the vessel provided with contingency plans for dealing with emergencies?		02	
7.24	Is the emergency shutdown system in good order and is there recorded evidence of regular testing?		02	
7.25	Are tank domes, domes' insulation, vapour and filling pipes' insulation, manhole cover insulation and associated fittings in good order, free from leaks and corrosion?		02	
7.26	Are LNG fuel tanks protected by an independent LNG tank level alarm device and is there recorded evidence to show that the device has been tested regularly?		02	
7.27	Is there recorded evidence of regular calibration of thermometers, pressure gauges, the gas detection system and tank level gauges?		02	
7.28	Is prevention of over-pressurization of the LNG transfer system in the event of activation of the ERS or the ESD documented in the LNG fuel-handing manual?		02	
7.29	Are precautions to prevent electrostatic charge in the LNG bunker hose being taken and, have the minimum and maximum hose lengths and diameters that the hose support loading arm and/or hose saddles can support been documented in the LNG fuel-handing manual?		02	
7.30	Are the officers aware of any LNG bunker loading limitations for the vessel and are these limitations, if applicable, clearly posted at the LNG bunker operation panel?		05	
7.31	Are appropriate cryogenic spill protection measures tested and deployed?		02	
	Section 7B subtotal credit score		**82**	

Remarks:

8A.	CARGO OPERATION-SOLID BULK CARGO OTHER THAN GRAIN	Y/N/NA	Maximum Credit points	Credit points scored
8.1	Is the vessel provided with vessel manager's procedures and relevant publications for the safe carriage and handling of solid bulk cargoes?		02	
8.2	Has appropriate information about the cargo and its characteristics been provided to the master prior to loading?		02	
8.3	Has the Master been provided with a signed certificate or declaration, indicating the moisture content, Transportable Moisture Limit (TML) and density? Record a Finding if the cargo was damaged for reasons other than the hatch cover's weathertight integrity.		02	
8.4	Is information readily available on the ballasting and de-ballasting rate, the maximum allowable load per unit, the surface area of the tank-top plating, and the maximum allowable load per hold?		02	
8.5	Is there an approved damaged stability / stability and loading booklet available?		02	
8.6	Is a Class-approved loading computer or programme in use and has the operational accuracy been regularly tested?		02	
8.7	Are the stresses, stability information and any limitations included in the cargo plan understood by the cargo watch officers, and are conditions being monitored and maintained within design limits throughout the cargo operation?		02	
8.8	Are there procedures in place for loading, ballasting and de-ballasting of the designated ballast holds?		02	
8.9	Are there guidelines and procedures for hold cleaning after completion of unloading?		02	
8.10	Is the vessel free of any limitations or restrictions specified in the Loading Manual or Trim and Stability Booklet?		02	
8.11	Are officers familiar with the risk, hazard and carriage requirements of solid bulk cargo on board the ship?		05	
8.12	Have precautionary measures to minimize the risk of potential liquefaction and chemical reaction within the cargo during the voyage been incorporated in the procedures, and are these procedures being followed?		02	
8.13	If the solid bulk cargo is not listed in the IMSBC Code, has the Master been provided with a certificate from the shipper, endorsed by the competent authority of the port, stating the characteristics of the cargo and the required conditions for carriage and handling?		02	
8.14	Has as a cargo loading/unloading plan providing a detailed sequence of cargo and ballast transfer been prepared, understood, and signed off by the master and deck officers?		05	
8.15	Is an adequate record of all cargo operation activities maintained during loading and unloading?		02	
8.16	Have details of cargo care during the voyage been adequately recorded?		02	
8.17	Are the dangers associated with oxygen depletion of cargo understood by officers and crew, and have reasonable precautions been taken during routine inspections of the cargo, when entering the holds and adjacent spaces?		05	
8.18	If coal cargo is being carried, was the ship equipped with appropriate instruments for measuring the temperature of cargo, monitoring the atmosphere of the cargo hold and checking the pH value of cargo bilge sample?		02	

	Gas detection meters shall have provision to detect methane*, oxygen, and carbon monoxide gas concentrations*			
8.19	Is any special emergency equipment required by IMSBC on board (as applicable) and in a state of readiness during the cargo operation?		02	
	Section 8A subtotal credit score		**47**	

Remarks:

8B.	**CARGO OPERATION- BULK GRAIN**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
8.1	Has the vessel manager provided policy statements and relevant publications for the safe carriage and handling of grain in bulk?		02	
8.2	Has appropriate information about the cargo and its characteristics been provided to the master or master's representative prior to loading?		02	
8.3	Is the approved document of authorisation and grain stability booklet (Grain Loading Manual) provided		02	
8.4	If the document of authorisation was not provided, can the master demonstrate the compliance of the ship's stability with the Grain Code?		02	
8.5	Is a Class-approved loading computer or programme in use and has its operational accuracy been regularly tested?		02	
8.6	Are the stresses, stability information and any limitations included in the cargo plan understood by the cargo watch officers and are conditions being monitored and maintained within design limits throughout cargo operations?		02	
8.7	Are there procedures in place for loading, ballasting and de-ballasting of the ballast holds?		05	
8.8	Are there guidelines and procedures for hold cleaning in place		02	
8.9	Is the vessel free of any limitations or restrictions specified in the loading manual or trim and stability booklet?		02	
8.10	Are officers familiar with the risk, hazard and carriage requirements of grain cargo on board the ship?		02	
8.11	Have hatch covers been tested for weather tightness before loading?		02	
8.12	Has the master been provided with clear instructions regarding any fumigation, prior to arrival at the load port?		02	
8.13	Has the vessel been provided with procedures and contingencies regarding fumigation of cargo holds and are the master and chief officer familiar with the procedure?		05	
8.14	Is crew familiar with major problems associated with fumigation of cargo in stowage on board?		05	
8.15	Do on-board safety requirements for fumigation comply with sub-section of MSC circular 1264 (Recommendation on the safe use of pesticides in ships applicable to the fumigation of cargo holds)		02	

8.16	Are the master's appointed representatives for fumigation trained and is there evidence to show that they have been effectively performing duties associated with this task?		05	
8.17	Have pre-fumigation and post fumigation statements been provided to the master by the fumigator-in-charge?		02	
8.18	Are visible means provided to prevent access to all entrances containing fumigant and other spaces that are considered unsafe to enter after fumigation?		02	
8.19	Has the Voyage Safety Plan (VSP), including the checklist for fumigation during the voyage, been discussed with and signed by the master prior to sailing to the discharge port?		02	
8.20	Have the air conditioning intakes for the accommodation, the engine room and other spaces been set to prevent the possibility of drawing in fumigant gas?		02	
8.21	Are procedures in place for entering any cargo holds sealed for fumigation in transit?		05	
8.22	Has the master informed the appropriate authorities of the country of destination about the fumigation?		02	
8.23	Has the vessel been provided with a gas free certificate at the discharge port prior to commencement of discharge operation?		02	
8.24	Are records maintained of fumigation operations?		02	
8.25	Are necessary instruments (with spares) to determine the dew point provided, maintained in good condition and are there records of the calibration of such instruments?		02	
8.26	Are the master and / or chief officer familiar with the rules for deciding to ventilate the cargo holds during the voyage?		02	
8.27	Is ventilation of cargo holds, where required, being carried out and recorded?		02	
8.28	Is there evidence of a satisfactory grain stability calculation for the last voyage?		02	
8.29	Has a cargo loading/unloading plan providing detailed sequences of cargo and ballast transfer been prepared, understood, and signed off by the deck officers?		02	
8.30	Are the hold bilges cleaned prior to loading and have all hold openings been made grain tight?		02	
8.31	Do records on board verify that cargo lights in holds, where fitted, were properly isolated before cargo was loaded?		02	
8.32	Is an adequate record of all cargo operation activities maintained during loading and unloading?		02	
8.33	Are the dangers associated with oxygen depletion of grain cargo understood by officers and crew, and have reasonable precautions been taken during routine inspections of the cargo, when entering the holds and adjacent spaces?		02	
	Section 8B subtotal credit score		**87**	

Remarks:

8C.	CARGO OPERATION- GENERAL CARGO	Y/N/NA	Maximum Credit points	Credit points scored
8.1	Are policy statements and relevant publications for the safe stowage, securing and handling of the cargo unit and timber available on board?		02	
8.2	Has appropriate cargo information been provided to the vessel prior to loading?		02	
8.3	If dangerous goods are carried in packaged form, have appropriate documents been provided to the vessels?		02	
8.4	Are procedures for safe lashing and securing operations incorporated in the ship's SMS?		02	
8.5	Is an approved ship-specific Cargo Securing Manual available and are officers thoroughly familiar with the contents of the manual?		02	
8.6	Are records maintained of the regular inspection and maintenance of the cargo-securing devices on board the ship?		02	
8.7	Are there procedures for the removal of damaged lashing devices from service?		02	
8.8	Is there evidence to show that samples of the timber cargoes are being weighed during loading and what is the actual weight compared to the weight stated by the shipper?		02	
8.9	If the vessel is a timber carrier, have up to date lashing plans for each stowage and securing arrangement been incorporated in the Cargo Securing Manual?		02	
8.10	If the vessel is a timber carrier, has a lashing plan according to the ship's Cargo Securing Manual been prepared?		02	
8.11	Is a Class-approved loading computer or programme in use and has its operational accuracy been regularly tested?		02	
8.12	Are officers aware of the strength limits of tank tops, tween decks, hatch covers and weather decks with regards to safe cargo stowage and is this information posted in the ship's office/ ballast control room?		02	
8.13	Have pre-stowage and stowage plans been prepared and completed effectively?		02	
8.14	Is there evidence to show that evaluation of forces acting on the cargo unit have been calculated, and correct cargo-securing devices are being used to secure the cargo to the ship?		02	
8.15	Have personnel engaged in cargo securing operations been provided with relevant training and familiarization?		02	
8.16	If the vessel is carrying timber deck cargo, are relevant regulations of the applicable Load-Line Convention for stowage and securing of timber as prescribed in the ship's Cargo Securing Manual being followed?		02	
8.17	If the vessel is carrying timber, are instructions for ballast water exchange operations for the intended voyage available in the Ballast Water Management Plan?		02	
8.18	Can timber deck cargo be jettisoned into the sea in a controlled manner in an emergency?		02	
8.19	If the vessel is a non-cellular ship, have the containers been stowed correctly on deck?		02	
8.20	Is there a procedure for monitoring the temperature of refrigerated containers and are records maintained?		02	
8.21	If refrigerated containers are carried, are sufficient spare parts available on board?		02	

8.22	If refrigerated containers are carried, is the electric power supply permanently installed from the engine room and are the ship's electrical distribution system and electric container sockets in good condition and undamaged?		02	
8.23	Are pre-loading/acceptance procedures for the carriage of vehicles on board a ro-ro cargo ship incorporated in the SMS?		02	
8.24	Is the ship equipped with CCTV remote monitoring to monitor the vehicle decks when carrying ro ro cargo?		02	
8.25	Is the ro-ro cargo ship drainage system in good order, tested regularly and are effective measures in place to prevent blocking of drains?		02	
8.26	Is the ro-ro cargo ship provided with an approved Operating and Maintenance Manual (OMM)?		02	
8.27	Are procedures in place to carry out function and tightness testing of bow, inner, side shell, stern doors and main to lower deck cargo elevators of ro-ro cargo ships and is there evidence of regular testing?		05	
8.28	Is an operation manual for the ventilation system in a ro-ro cargo space provided and do records on board verify that the air quality is tested?		02	
8.29	Is the ro-ro ship fitted with an automatic system to control air quality in the cargo holds and are records of inspection, testing, calibration, and maintenance of the system being maintained?		02	
8.30	Are vehicles on the ro-ro car decks safely stowed and secured?		02	
8.31	Has the vessel been provided with procedures and contingencies with regards to fumigation of cargo holds and are the master and chief officer familiar with the procedure?		02	
8.32	Have the air conditioning intakes for the accommodation, the engine room and other spaces been set to prevent the possibility of drawing in fumigant gas?		02	
8.33	Are necessary instruments (with spares) to determine the dew points provided, maintained in good condition and are there records of calibration of such instrument?		02	
8.34	Are master and/or chief officer familiar with the rules for deciding when to ventilate the cargo holds during the voyage?		02	
8.35	Is ventilation of cargo holds being carried out and recorded?		02	
8.36	Are the hold bilges cleaned prior to loading and are cleaning and checks being recorded?		02	
8.37	Do records on board verify that cargo lights in holds were properly isolated before cargo was loaded?		02	
8.38	Is an adequate record of all cargo operation activities maintained during loading and unloading?		02	
	Section 8C subtotal credit score		**79**	

Remarks:

9A.	**HATCH COVER AND LIFTING APPLIANCES**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
9.1	Are the cargo holds, including the underside of hatch covers, free of loose rust scale and paint flakes?		05	

	(Check underside and internal structure of hatch panel is free of loose rust scale, paint flakes or blistering of paint coatings. In general holds should be free of any previous cargo residues, loose rust scale and paint blistering.)			
9.2	Are adequate procedures in place for carrying out hose and / or ultrasonic testing of hatch covers and is documented evidence of such testing available? (Testing of hatch covers to be carried out at least every 3 months. The following parameters can be used for hose test – water pressure 2 bars, nozzle size 15-18 mm spraying distance 1-1.5 meters. For Ultra sonic testing – a reading in excess of 10%OHV indicates a point where water ingress is possible.)		05	
9.3	Are the compression bars and the coaming tops' water channels clean, free of corrosion and maintained in good condition?		02	
9.4	Are the drain holes of coaming clean, the inboard coaming faces free from any vertical rust staining and are the non-return valves in good condition?		02	
9.5	Are quick-acting cleats and holders all in place and in good working condition with the rubber washers flexible and free from paint and crack?		02	
9.6	If the hatch panel side and end plates are in steel-to-steel contact with the coaming tops when closed, are the coaming tops free from grooving or wear?		02	
9.7	If the hatch covers are supported by bearing pads, chocks, or support blocks, are they free from wear or damage? *(Check if hatch cover is resting uniformly on all bearing pads)*		05	
9.8	Are the side and cross-joint rubber seals in good condition?		02	
9.9	Are hatch cover panels free of misalignment?		02	
9.10	Are seal retaining channels in good condition and free of corrosion?		02	
9.11	Are the cross-joint seal retaining channels and the cross-joint compression bar straight, free of corrosion and damage, and are the channel supports and brackets in good condition?		02	
9.12	Are the following parts of the hatch covers, where applicable, all in good order and do they appear to be well maintained? • Wheels/bearings or trackway • Hydraulic system including hoses • Chains • Link pin and safety pin • Cargo holds' ventilator on the side and end of hatch panel		05	
9.13	Are cross-joint wedges and their wedge bridge (where fitted) in place, operational and effective?		02	
9.14	If hatch covers are hydraulically operated, has the hydraulic oil been tested regularly as per Company / manufacture's recommendation for contamination and deterioration?		02	

9.15	Are officer's familiar with emergency hatch cover operation arrangements and is there evidence of effective training of personnel available on board?		02	
9.16	Has a thorough examination and load test of lifting appliances been carried out and is the record of the test and examination being maintained properly?		02	
9.17	Are the hoist and luffing wires of cranes, where fitted, reported in good order and is there recorded evidence of regular inspection and maintenance?		02	
9.18	Are the main structures, foundation structures and mountings of the cargo cranes free of apparent defect or damage?		02	
9.19	Is the cargo crane's machinery and operator's cab, including the operator's cab controls, in good working order and inspected, tested, and maintained in accordance with manufacturer's recommendations?		05	
9.20	Are the ship's grabs being maintained as per manufacturer recommendation and have the maintenance requirements been incorporated in the PMS?		02	
9.21	Are the loose gears of lifting appliances marked clearly and are the certificates of the loose gears available and traceable on board?		02	
	Section 9A subtotal credit score		**57**	

Remarks:

9B.	**GANTRY CRANES**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
9.1	Has the vessel been provided with procedures for the safe operation of the gantry crane?		02	
9.2	If gantry cranes are used for lifting hatch covers, are the hydraulic cylinders used for lifting the hatch covers free from leaks and are the hatch covers being marked correctly for precise positioning of the lifting beams and hooks where applicable?		02	
9.3	Are check lists in place and being used to cover the check before use, starting the crane and releasing the crane from sea stowage? Is a procedure in place for safe travelling of the gantry crane on deck and are crew familiar with the procedure?		02	
9.4	Is the vessel provided with a specific isolation procedure for the gantry cranes?		02	
9.5	Are the visual and audible warning signals provided for gantry cranes in the deck area in good order and tested regularly?		02	
9.6	Are the safety devices of gantry cranes in good order and is there recorded evidences of regular testing?		02	
9.7	Are the main hoist overload protection and unbalance detection systems in good order and tested as per manufacturer's recommendation? Are officers aware of the safe operation parameters of gantry cranes and is this information posted in the ship's office/ ballast control room?		05	

9.8	Is each gantry cranes provided with a storm locking arrangement and, does the arrangement appeared to be well maintained?		02	
9.9	Are the gantry cranes electrically bonded and earthed to the vessel's structure?		02	
9.10	Are the mechanical brakes for the gantry crane motions in good order, tested regularly, and recorded?		02	
9.11	Are the anti-collision and deceleration devices of the gantry cranes in good order and tested regularly, and are track wheels at the deck level fitted with foot guards?		02	
9.12	If the operator's cabin of a gantry crane travels with the horizontal movement of a load, is the crane operator able to leave the cabin safely in case of power failure or another emergency?		02	
9.13	Are portable fire extinguishers located around the gantry cranes and in good condition, and are they maintained regularly?		02	
9.14	Are the driver's cabs and local operating stations of the gantry cranes maintained in good condition?		02	
9.15	Are the retractable jib roofs, sides' curtains and their securing arrangement being maintained in good condition, are checklists for the operation of the jib roof and curtains available and is the evidence of their consistent use?		05	
9.16	Is the telephone system provided for communication between driver's cab, electrical control room, hatch cover control station and deck level in good order and is there evidence of regular testing and maintenance?		02	
9.17	If a platform has been provided on the top of the crane roof for helicopter winching operations, does the area comply with the requirements of ICS guidelines?		02	
9.18	If the gantry crane is equipped with a pilot ladder hoist, is the system being by-passed and not in use?		02	
9.19	Have a Crane Monitoring System and a port/crane performance logger been provided, are they in good condition and regularly monitored? Are faults recorded in the fault log, verified and fault-finding rectification procedures recorded appropriately?		02	
9.20	Is the emergency pump for the operation of the crane maintained in good condition, are crew familiar with their duties in the using the emergency pump and are emergency drills being carried out?		02	
9.21	Is the steel structure of girders and trolleys free of deformation? Are the access and service platforms of the gantry cranes, including vertical ladders, ladders cages, rungs, stations and platforms being maintained, free of corrosion and in good order?		05	
9.22	Are the cranes' transverse rail, rack, tooth-rack, travelling pinion and travelling wheel free of cracks, misalignment, and abnormal wear; and is there evidence of regular inspection and maintenance?		05	
9.23	Is there evidence to show that regular maintenance has been conducted on the AC motors, electromechanical brake, gear reducer and the blower motors?		02	
9.24	Has the hydraulic oil of the gantry crane system been tested regularly for contamination and deterioration as per manufacturer recommendation?		02	
	Section 9A subtotal credit score		**60**	

Remarks:

10.	MOORING OPERATIONS	Y/N/NA	Maximum Credit points	Credit points scored
10.1	Has the company established guidelines and procedures for the inspection, maintenance and wear zone management of the mooring lines and are they being implemented?		02	
10.2	Does the vessel's manager carry out regular safe mooring campaigns, learning from near misses and accidents related to mooring operations and are these shared with the fleet?		02	
10.3	Are the certificates of mooring lines and mooring tails available on board?		02	
10.4	Do mooring lines and mooring tails comply with industry guidelines and are they in good order?		02	
10.5	Is there a procedure for testing the winch brake rendering setting and is it being tested regularly?		02	
10.6	Are mooring lines correctly deployed and tended?		02	
10.7	Are there sufficient crew members on board to assist in the mooring operation, check and tend the mooring lines at regular intervals?		02	
10.8	Are all mooring lines on winches correctly reeled on drums, and if made fast ashore, are winch brakes secured and winches out of gear?		02	
10.9	On split drum winches, have the split drums been set up correctly after the completion of mooring operation?		02	
10.10.1	If mooring tails are used, have they properly connected to the main mooring lines in accordance with industry guidance?		02	
10.10.2	If mooring tails are fitted to wires or HMSF lines, do they have proper connections and are they correctly fitted?		02	
10.11	Are the mooring ropes stowed clear of the deck and are mooring stations well lit, clean and free from oil leaks?		02	
10.12	Have heaving lines been constructed with a monkey's fist at one end and are they free of any added weighting material?		02	
10.13	Is the whole mooring deck area marked with clearly visible signage and considered a danger?		02	
10.14	Are appropriate stoppers in use and are the mooring ropes turned up to bitts correctly?		02	
10.15	Are the controls, linkages, operating levers, brake drums, brake linings, and pins of the winches, as well as the working access arrangement to the winches, in good working order?		05	
10.16	Are the pedestal fairleads, roller fairleads and other rollers free of grooving, well-greased and free to turn?		05	
10.17	Are the fairleads, rollers, bitts, chocks, and other items of mooring equipment clearly marked with the relevant SWL?		02	
10.18.1	Are the windlasses, anchors, locking bars, and cables, as well as the working access arrangement, in good working order and are they maintained as part of the plan maintenance system?		05	
10.18.	Except whilst alongside, when locking bars should be in place, were the anchors cleared and ready for immediate		02	

2	use during port entry?			
10.19	Have the anchors been tightly secured in the hawse pipe?		02	
	Are the chain locker doors securely battened down?		02	
10.20	Are bitter end securing arrangements unobstructed and outside the chain locker? *(The bitter end should be inspected regularly; the tools for quick release should be available.)*		02	
10.21	Is the Master aware of the limitations of anchoring equipment?		02	
10.22	Has the vessel been provided with a ship-specific Emergency Towing Booklet? *(A minimum of three copies should be kept on board and located in:* *1. The Bridge* *2. A forecastle space* *3. The ship's office or cargo control room)*		02	
	Section 10 subtotal credit score		**59**	
Remarks:				
11.	**RADIO AND COMMUNICATION**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
11.1	Has a qualified person other than the Master been designated to handle distress and safety radio communication?		02	
11.2	Is communication equipment, listed in the Record of Equipment attached to the Safety Radio Certificate (Form R), in good condition and has the GMDSS Logbook (the Radio Log) been maintained correctly and are daily, weekly, and monthly tests being carried out?		02	
11.3	Has the Satellite EPIRB been correctly installed, tested and maintained?		02	
11.4	Is the most current edition and up to date List of Radio Signals available on board?		02	
11.5	Is the vessel equipped with sufficient portable two-way UHF radios, for use in general on-board operations?		02	
11.6	Are Search and Rescue Radar Transponders (SARTs) in good order and tested regularly?		02	
11.7	Are survival craft portable VHF radios in good order and charged?		02	
11.8	Is the AIS static, dynamic and voyage data up to date and has an AIS annual test been performed and the record available on board?		02	
11.9	Is there a Shore-Based Maintenance Agreement in place to fulfil the maintenance requirements?		02	
	Section 11 subtotal credit score		**18**	
Remarks:				
12.	**SECURITY**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**

12.1	Is access to the ship being controlled by an adequate deck watch?		02	
12.2	Has a Ship Security Officer (SSO) been appointed and trained adequately to perform the duties of SSO and have all crew received security-related training and instructions?		02	
12.3	Are deck officers familiar with the function and use of the Ship Security Alert System and is the Ship Security Alert System being tested regularly?		05	
12.4	If the vessel transits or may transit a Piracy High Risk Area (HRA), are updated security charts and publications being provided?		02	
12.5	If the vessel transited or may transit an area with a high risk of piracy, has a voyage risk assessment been produced?		02	
12.6	Have preventive measures been taken by the Master and crew during the stay in port and prior to departure to prevent stowaways?		02	
12.7	Are cyber security policies and procedures integrated into the safety management system, and has the cyber security management system been evaluated and certified?		02	
12.8	Are measures in place for controlling the use of removable media such as USB memory sticks, CDs, DVDs, and diskettes on shipboard computers?		02	
	Section 12 subtotal credit score		**19**	

Remarks:

13.	**MACHINERY SPACE**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
13.1	Are adequate engineering procedures, instructions and guidelines included in the SMS?		05	
13.2	Are the responsibilities of watch standing engineers and engine ratings well-defined and clearly posted in the Engine Control Room? Is there a manning matrix for engineers that takes into account both planned and unplanned changes?		02	
13.3	Has the Chief Engineer prepared specific standing orders, night and day orders, and have these orders been read, understood, and signed by the watch standing engineers, engine crew, and electrical engineer, where applicable?		02	
13.4	If the machinery space is certified for unmanned operation, is it being safely operated in that mode without regular alarms occurring under normal conditions?		02	
13.5	If the engine room is not being operated in UMS mode, are there sufficient engineers and crew on board for safe operation of the machinery space?		02	
13.6	Have the entry requirements to the engine room when operating in UMS mode been documented, posted at the entrance to the engine room and understood by all crew?		02	
13.7	If an engine room dead man alarm (personnel alarm) is provided, is it correctly set and in good order?		02	
13.8	Is an engineer's calling alarm system fitted and is it tested regularly, in good order and the results recorded?		02	

13.9	Is the engine room logbook, as well as other required records being properly maintained?		05	
13.10	Are procedures to recover essential equipment documented and posted in the engine room; Can the engine room staff demonstrate full knowledge of essential emergency equipment?		05	
13.11	Is an effective and up to date planned maintenance system available and being followed on board the vessel?		05	
13.12	Is a Ship specific list of Critical equipment defined and available on board and highlighted in the PMS? Are there measures in place to ensure that defined critical spare parts are available on board?		05	
13.13	Is the main engine maintained as per manufacturer's recommendations and records of periodic maintenance kept?		02	
13.14	Are the auxiliary engines maintained as per manufacturer's recommendations and records of periodic maintenance kept?		02	
13.15	Are the emergency escape routes clearly marked, free of obstruction and adequately lit?		02	
13.16	Is the lighting illumination level in engine room space adequate?		02	
13.17	Is the emergency equipment tested, in good condition and the result recorded?		05	
13.18	Are engine room emergency stops for ventilation fans and the closing mechanism of ventilation supply and exhaust ducts clearly marked, in working condition, and do records indicate that they have been regularly tested?		02	
13.19	Are engine exhausts and other hot surfaces effectively shielded against oil spray and are flanges and connections of flammable liquid pipelines adequately protected with guards and spray tape?		02	
13.20	Is the lagging and insulation in good condition and free of oil impregnation?		02	
13.21	Are the main engine bearing temperature monitors or crankcase oil mist detector(s) in good condition and tested on a regular basis as specified by the manufacturer, and are engineers familiar with the procedure to follow in the event of oil mist in the crankcase?		02	
13.22	Are the main, emergency switchboards and local starter panels surrounded by non- conducting matting and are the mats in good order?		02	
13.23	Are gauge glass self-closing valves/cocks being maintained and in good order?		02	
13.24	Are the sounding pipes and self-closing sounding devices in good order and closed?		02	
13.25	Where moving machinery presents a hazard, is it guarded effectively?		02	
13.26	Is the workshop clean and tidy, and are the engine room workshop tools' protective guards, shields, and emergency stops in good condition?		02	
13.27	Is the engine room crane, other lifting equipment, and hydraulic tools inspected, tested, and maintained on a regular basis?		02	
13.28	Are all spare parts and loose gear in the machinery spaces, stores and steering compartment properly secured?		02	
13.29	Is the standard of housekeeping in the machinery space and steering gear room satisfactory and are they clean and free from obvious leaks?		02	
13.30	Are engine room bilges clean and free of oil and sediment?		02	

13.31	Is the bilge high level alarm system in good order, regularly tested and are records of test maintained?		02	
13.32	Are the sea chests, seawater pumps, and associated seawater lines and valves in good working order, with no leaks, hard rust, or temporary repairs?		05	
13.33	Is the following machinery/equipment, where applicable, in good order and well maintained? • Shaft generator and emergency generator • Boilers, including waste heat and domestic boilers (Boilers should be operated in automatic mode where the automated boilers are installed) • Boiler safety system and instrumentation • Boiler water safety system • Main and emergency air compressors • Purifiers and fuel oil handling equipment • Stern tube sealing arrangements • Incinerator • Sewage system • Air condition and heating system • Refrigeration plant • Accommodation service systems (i.e., Calorifiers, Portable water equipment, heating etc) • Any other items of machinery, including stand-by machinery. • Burners, tubes, uptakes, exhaust manifolds and spark arrestors. • Engine control console including the control and monitoring system		30	
13.34	Is the pipe work in the machinery space, including but not limited to steam, fuel, lubricating oil, sewage, drain and air lines well maintained, in good condition and free of temporary repair and leakage?		05	
13.35	Are engineers familiar with operation of the main engine from the local manoeuvring control position?		02	
13.36	Are crew familiar with the starting procedure for the emergency generator and how to put power on the emergency switch board?		05	
13.37	If an emergency generator is not fitted, are engine room emergency batteries in good order, fully charged and capable of supplying the designed power load up to a minimum 18 hours?		02	
13.38.1	Is the main and emergency switchboard earth fault monitoring equipment operational with no earthing faults indicated?		05	
13.39	Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray?		02	
13.40	Are the officers aware of the test requirements for the steering gear both pre-departure and for emergency steering drills and have these tests been conducted satisfactorily with operating instructions clearly posted? *Note: Emergency steering gear drill must be carried out every three months?*		05	
13.41	Is the emergency reserve tank of the steering gear system fully charged and is the manual transfer pump operational?		02	

13.42	Are the arrangements for the provision of communications with the wheelhouse and heading and rudder indication in good order?		02	
13.43	Is the emergency steering position rudder angle indicator in good order and clearly marked in red and green?		02	
13.44	Is the steering gear compartment clear of obstructions and is loose equipment properly secured?		02	
13.45	Is all electrical equipment including junction boxes and cable runs in good order?		02	
13.46	Are switchboards free of significant earth faults?		02	
13.47	Are the officers and crew aware of the safe operating requirements of any watertight doors fitted?		02	
13.48	Are suitable handrails, gratings or other non-slip surfaces provided for the steering gear compartment?		02	
13.49	Is Sewage Treatment plant provided on board operational and of approved type. Are records of routine and repair maintenance available on board?		02	
13.50	If vessel is fitted with a sewage holding tank, an approved copy of permitted rate of discharge of untreated sewage is available on board and that the pump capacity does not exceed the permitted rate of discharge for untreated sewage.		02	
	Section 13 subtotal credit score		**161**	

Remarks:

14.	**GENERAL APPEARANCE- HULL AND SUPERSTRUCTURE**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
14.1	Is the ship's hull clean, free of significant corrosion, extensive coating breakdown and marine growth?		05	
14.2	Are the following permanent markings on the ship's hull, where applicable, plainly visible and painted in a contrasting colour? • The vessel's name • Port of registry • Load lines • Draft marks • Thruster warnings • Tug push points • IMO number • Bulbous bow mark		05	
14.3	Is the general condition, visual appearance, and cleanliness of the weather decks satisfactory and are deck working areas clearly identified and provided with non-slip surfaces?		05	

14.4	Are the pipes on deck free of significant corrosion, pitting, soft patches, leakage or temporary repair and maintained in good condition?		02	
14.5	Are all the watertight doors including fire doors, weather tight doors, portholes, and wheelhouse windows maintained in good order?		02	
14.6	Are the vents and air pipes on weather decks maintained in good order and are they clearly marked to indicate the compartment they serve?		05	
14.7	Is the cosmetic appearance of the superstructure satisfactory?		05	
14.8	Are the hatch numbers clearly indicated and correctly placed?		02	
14.9	Are the mast heads and their fittings, including but not limited to wire stays, as well as the flood lights, deck lights, emergency lights, and hold lights (if installed), in good working order?		05	
14.10	Are portable and fixed cargo lights used for illumination of cargo holds inspected regularly and maintained in good condition?		02	
14.11	Is the condition of electrical equipment including switches, sockets, junction boxes, plugs, conduits and wiring on weather decks satisfactory?		02	
14.12	Is the paint locker, battery room, oxygen and acetylene rooms, and other flammable lockers and storage space's ventilation system, explosion-proof lights, and other fittings in good working order?		02	
14.13	Are the stores located inside the accommodation and on the weather decks clean and tidy?		02	
14.14	Are dryers inside the laundries clear of any build-up of lint?		02	
14.15	Are galley appliances, audio-visual equipment, and other electrical equipment inside the accommodation in good order?		02	
14.16	Are the door seals, catches and alarm system of the refrigerated space in good order?		02	
14.17	Is the elevator, where fitted, inspected, tested and in good order?		02	
14.18	If provided, is the ship's hospital properly equipped, clean, hygienic and for medical use only?		02	
14.19	Are the ship's guard rails, walkways, and access ladders, as well as the steps and railings, maintained and in good working order?		05	
14.20	Are pipe stands, clamps, supports and expansion arrangements satisfactory?		02	
14.21	Are all deck openings, including watertight doors and portholes, in good order and capable of being properly secured?		02	
	Section 14 subtotal credit score		**63**	

Remarks:

15.	**HEALTH AND WELFARE OF SEAFARERS**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**

15.1	Do the Seafarer Employment Agreements (SEA) comply with the requirements of MLC 2006 and do the crew salaries meet or exceed the current ILO Minimum Wage Scale? *(All vessels covered by an ITF-approved agreement receive a certificate denoting the agreed-upon salaries and working conditions. If the vessel is covered by any form of ITF agreement (Green Card, Blue Card, or Collective Bargaining Agreement), the inspector is not required to assess the crew contract for conformity with ILO pay rates.* *When the vessel is not covered by any form of ITF agreement, inspectors shall randomly check to verify if the seafarer's pay is in accordance with any recognised Indian CBA).*		02	
15.2	Are the accommodation spaces safe, provided to a respectable level of health and hygiene and regularly inspected, including checks of ventilation, noise, heating, lighting, and sanitation? *(Records of the weekly Master's inspections of the vessel's accommodation are to be available. The inspector shall conduct a random check of cabins to ensure they are clean and fully functional.)*		05	
15.3	Are the ship's staff provided with adequate recreation facilities on board the ship? *(Record the most recent group social activities that were carried out on board.* *Record a Finding if crew are not provided with free internet access and free email communication facilities.)*		02	
15.4	Has the Master been provided with a monthly welfare budget? *(Record in comments the monthly welfare budget available to the Master.)*		02	
15.5	Are seafarers being provided with sufficient food and water free of charge and does the cook hold appropriate qualifications?		02	
15.6	Are ship's staff provided with appropriate medical care and health promotion programmes?		02	
15.7	Is there evidence to confirm that visits to a qualified medical doctor or dentist have been arranged without delay in ports of call, where required?		02	
15.8	Are individual monthly statements provided to all seafarers on board, detailing their monthly wage and any authorised deductions such as allotments? *(Record a Finding if unauthorized deductions, such as payments for travel to or from the ship was recorded on the monthly statement)*		02	
15.9	Is there a complaints procedure on board and are seafarers aware of this procedure?		02	
15.10	Is there onboard management of materials containing asbestos fibers?		02	
15.11	Does the Air Handling Unit (AHU) maintain a comfortable temperature and is there recorded evidence of regular maintenance and cleaning of AHU available?		02	
	Section 15 subtotal credit score		**25**	

Remarks:

16.	**ICE OR POLAR WATER OPERATIONS**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**

	This section shall be completed only if the vessel meets one or more of the following conditions: *1-An Ice class notation was assigned to the vessel, or* *2-The vessel is or intends to navigate in an icy area, or* *3-The vessel is in possession of a polar water certificate.*			
16.1	Is the vessel provided with an approved ship-specific Polar Water Operation manual or an Ice Operation manual?		02	
16.2	Is the Master aware of the operational limitations specified in the Polar Ship Certificate? *The Polar Ship certificate shows a vessel's Polar Category, operational limitations and capabilities, and any required additional safety, communications and navigation equipment needed for operating in Polar Regions.*		02	
16.3	Is the vessel appropriately manned by adequately qualified and experienced personnel? (*Record details of the training in Comments)*		02	
16.4	Is polar water operation incorporated in the approved SOPEP manual? *(Documents such as Oil Record Book and SOPEP on board the existing ships are to be revised, taking into account operation in polar waters and the Occasional Survey of existing ships to confirm the documents for compliance with Part II is to be carried out prior to entering polar waters on or after 1 January 2017.)*		02	
16.5	Is the vessel provided with a means of detecting floating ice? *(Cross-polarized radar systems, All round searchlights and lookouts are examples of means for detecting ice.)*		02	
16.6	Are systems in place for the routine receipt of navigational, meteorological, and environmental data including ice data, ice charts and satellite images?		02	
16.7	Are means in place on at least one main engine sea water chest to prevent its freezing or clogging? *Note: Means employed should be recorded as a Comment.*		02	
16.8	Are personnel provided with appropriate protective equipment suitable for sub- freezing temperature?		02	
16.9	Are the accommodation spaces provided with adequate heating systems? *(Heating equipment shall be constructed and installed, and if necessary shielded, so as to avoid the risk of fire, danger or discomfort to the crew.)*		02	
16.10	Is the vessel equipped with suitable material and / or equipment for cleaning the ice and snow from critical areas?		02	
16.11.1	Are means in place to prevent the icing of wheelhouse windows? *(The windows should be fitted with an efficient means of clearing melted ice, freezing rain, snow, mist, and spray from outside and accumulated condensation from inside. A mechanical means of clearing moisture from the outside face of a window should have operating mechanisms protected from freezing, or the accumulation of ice that would impair effective operation.)*		02	
16.11.2	Are radars fitted that are of a type classed as being suitable for operation in sub- zero temperatures?		02	
16.12.1	Is exterior electronic equipment, such as communication transmitters / receivers protected from sub-freezing temperature?		02	

16.12.2	Are means and/or procedures in place to ensure that air driven whistles and fog horns are operable at sub-zero temperatures?		02	
16.13	Are procedures in place to safeguard the operation of critical equipment in sub-freezing temperatures? *(Insulating, heating, and/or adding antifreeze to any lines exposed to freezing temperatures may be required for any engine, and particularly for those using freshwater cooling systems. Where batteries are used to provide power for emergency equipment, they should be suited and sized for low temperature operation.)*		02	
16.14	Are procedures in place to safeguard the readiness of lifesaving appliances and survival arrangements in sub-freezing temperature?		05	
16.15	Are procedures in place to safeguard the readiness of firefighting equipment in sub-freezing temperature?		05	
16.16	Are procedures in place to safeguard the ballast lines, hydraulic lines, fire lines and bunker lines in sub-freezing temperature?		02	
16.17	Are means and/or procedures in place to ensure the operability of ballast systems and any drenching systems at sea temperatures of -2˚C and sub-zero air temperatures?		02	
16.18.1	Are means and/or procedures in place to prevent the icing up of air pipes to settling and service tanks required for the operation of the main propulsion plant and essential auxiliaries?		02	
16.18.2	Are means and/or procedures in place to ensure the proper functioning of air intakes and fire flaps?		02	
16.19	Are the emergency drill procedures amended prior to entering sub-freezing / polar areas and are the crew being regularly trained with such a procedure?		05	
16.20	If the vessel intends to trade in Polar Regions, have the hull underwriters and P&I Club been informed?		02	
	Section 16 subtotal credit score		**55**	
Remarks:				
COLUMN 2- MAX. CREDIT POINT TO BE ALLOTED; COLUMN 3- TOTAL CREDIT POINT SCORED IN SECTION 1 TO 16.		(COLUMN 1)	(COLUMN 2) …….	(COLUMN 3) …….

17.0	**Miscellaneous**	**Y/N/ NA**	**Negative Credit points for each item**	**Credit points scored**
17.1	Has there been any case of abandonment of Seafarers / Non-payment of wages case in the last one year **If yes – negative 75 credit points**		-75	
17.2	Has there been detention of vessel under PSC / FSI in last one year under the management **If yes – negative 100 credit points** **In case of second detention under PSC / FSI in last one year – negative 150 credit points**		-100 / -150	
17.3	Has the company DOC been suspended in the last one year Has the company been issued with show cause notice by GOI in last one year. Has the vessel been with an unknown DOC / without any DOC in last one year - Provide DOC information **If any of the above points is Yes – negative 75 credit points**		-75	
17.4	Was the vessel involved with any casualty / serious incident/ accident **If yes – negative 100 credit points** **For second instance of casualty / serious incident / accident – negative 150 credit points**		-100 / -150	
17.5	Are there any seafarer complaints registered against the company / Managers and any show cause notice issued by GOI. Are there any seafarer complaints registered against RPS company utilized by the shipowner / Manager. **If any of the above points is Yes – negative 75 credit points**		-75	

17.6	Was Major Non-conformity / Major deficiency ever issued to Company / vessel while in operation under present Managers in last one year. **If yes – negative 75 credit points**		-75	
17.7	FSI not carried out as per MS Notice 04 of 2017 If yes – negative 75 credit points		-75	
17.8	Frequent change of management of the vessel. (2 or more change of management in 1 year) If yes – negative 75 credit points		-75	
	TOTAL NEGATIVE SCORE(C)			.....

Section 18: Additional//Voluntarily Measures taken by Vessel

SR.No.	DESCRIPTION	MAX. CREDIT POINT	YES/NO	CREDIT POINT SCORED
1.	Vessel is voluntarily complying with International Ballast Water Management Convention	**20**		
2.	Vessel is voluntarily complying with Hongkong International Ship Recycling Convention	**20**		
3.	Vessel is voluntarily complying with ISM requirements (where application of ISM Code is not mandatory to the vessel)	**20**		
4.	Vessels of 5000 GT and above and achieved higher CII Ratings in the previous year. (CII Rating A-30 credit points / CII Rating B-20 credit points)	**30**		
5.	Vessel engines are meeting higher compliance with respect to NOx tier requirement	**20**		
6.	Vessel utilizing weather routing services	**10**		
7.	Vessel has implemented Biofouling Management System	**10**		
8.	Vessel manning is over and above as specified in SMD.	**10**		
9.	Vessel voluntarily provided with Sewage Treatment Plant (where STP is not a mandatory requirement for the vessel)	**20**		
10.	Surveys and audits/ inspections were carried out in time without any extension / postponements.	**20**		
11.	Vessel voluntarily provided with lifeboat (where lifeboat is not a mandatory requirement for the vessel).	**20**		
12.	Vessel is voluntarily complying with Noise Code under the provisions of regulation II-1/3-12 of the SOLAS Convention	**20**		
	TOTAL CREDIT SCORE	**220**		

Final Grading Calculation	
(A) Max. credit points (Sum of credit scores for each applicable section)	
(B) Total credit points scored (Based on inspection by surveyor)	
(C) Total Score for not applicable points (Sum of credit points for a particular check item/ requirement under any Section that is Not Applicable to the vessel)	
(D) Total negative score (Based on section 17)	
(E) Total credit scored **(B - D)**	
(F) Applicable Total credit to vessel **(A - C)**	
PERCENTAGE SCORED **(E / F)*100**	
GRADING BASED ON PERCENTAGE	
(G) Percentage Scored under section 18 - Additional//Voluntarily Measures taken by Vessel	
Notation given to vessel	
FINAL GRADING AFTER NOTATION	

Remarks:

_____

Authorized Signatory

Date: ……...

Place: ……..

Checklist for
Offshore Fleet

Report No.:

Inspection Report in Accordance with DGS Order 06 of 2023

(Diving Support, Geo technical, pipe laying, Seismic Survey, Well simulation, Accommodation Barge and other offshore fleet)

Name of Ship: …….……. IMO No.: ….....

Official Number / Call sign: …… Port of Registry: …….……

Date……... Place of Inspection:……..

	NOTES:
1	Use "Y" for Yes/Satisfactory, "N" for Not Satisfactory, "NA" for Not Applicable.
2	Where any repairs or any deficiencies pending comments to be included in the remarks section.
3	Guidance on Credit Points – • Maximum credit point is mentioned against each requirements /check items. a. Where it indicates full compliance or an ideal situation or provides confidence of high performance, maximum credit points to be given. b. Where non-compliance is noted i.e. when a particular item is not satisfactory, no (zero) credit point is to be given. c. Where a non-compliance is noted and compliance is restored during inspection, credit points between highest and lowest credit points to be given based on explanation provided below. For example, where maximum credit point is mentioned as 02, for case 'a' 02 credit points is to be given, for case 'b', no credit point is to be given and for case 'c', where the compliance is restored 1 credit points to be given. Where maximum credit point is mentioned as 05, for case 'a' 05 credit points is to be given, for case 'b', no credit point is to be given and for case 'c', higher credit points (3 or 4) may be given based on restoration of full compliance while credit points 1 or 2 may be given where compliance is achieved by temporary measures e.g. issuance of a COC by class/deferment agreed with Flag Administration. • Where maximum credit point is not given to any item, justification for giving lower credit point is to be provided under Remarks for respective Section. • In case a particular check item/ requirement under any Section is Not Applicable to the vessel, no credit points are to be given for that item. • Where a particular Section is Not Applicable (for example various ship types in Section 8), no credit point is to be given for that Section. d. Where a vessel is found not in compliance with mandatory Convention /Code requirements that would normally be considered sufficient to detain a ship from proceeding to sea pending correction, inspection/checklist is to be completed. However, vessel is not to be graded & non-compliance is to be reported to the Owner/ managers for rectification of the same. Subsequently on restoration of compliance, the vessel is to be graded on the basis of completed checklist. Where a vessel sails out without rectifying the non-compliance, same is to be included in the report and Flag Administration is to be informed.

4 Grading to be done as follows.

S.No.	Percentage score of credit points	Grading	Remarks
01	95 % and above	A	Very Good
02	85 % to 94.9 %	B	Good
03	60 % to 84.9 %	C	Average
04	59.9 % and below	D	Below Average

5 Vessels voluntarily complying with certain Convention / Code requirements and taking additional measures which will add to safety of ship/ crew and protection of environment will be given additional credit points as per Section 18 - "Additional//Voluntarily Measures taken by Vessel".

Based on the credit points scored under Section 18, additional notation will be assigned to the vessels grade as follows:

S.No.	Percentage score of credit points	Notation
01	75 % and above	+++
02	50 % to 74.9 %	++
03	25 % to 49.9 %	+

For example:

Case 1: If a vessel is graded A and further scores 80% of credit point under Section 18, vessel's final grading will be A+++.

Case 2: If a vessel is graded A and further scores 60% of credit point under Section 18, vessel's final grading will be A++.

Case 3: If a vessel is graded A and further scores 40% of credit point under Section 18, vessel's final grading will be A+.

Example for grading:

Total credit points as per checklist:1236 + credit points for specific ship types

If Diving vessel is to be graded then maximum credit points available to the ship = 1286 (1236 + 50).

Similarly for any other type of vessel, applicable credit score is to be added to total credit points.

Case 1: Diving ship scores total credit points of 1240.

The ships grading will be 'Grade A' (96.4%)
However, if the ship was detained under PSC/FSI, 100 credit points will be deducted and the ship will get **1140** credit points and in this case the ships grading will be 'Grade B" (88.6%)

If the same ship was also involved in a casualty or serious accident, further 100 credit points will be deducted and the ship will get **1040** credit points and in this case the ships grading will be 'Grade C" (80.9%)

Case 2: The ship scores total credit points of 1120.

The ships grading will be 'Grade B' (87%)
However, if the ship was detained under PSC/FSI, 100 credit points will be deducted and the ship will get **1020** credit points and in this case the ships grading will be 'Grade C" (79%)

Sr. No.	Item		Details
1.0	**GENERAL INFORMATION**		
1.1	Gross tonnage		
1.2	Date vessel/unit delivered		
1.3	Date of most recent major conversion, if applicable *(Provide brief details of most recent major conversion.)*		
1.4	Time the inspector boarded the vessel/unit		

1.5	Time taken for Inspection	
1.6	Name of the inspector	
1.7	Name of the vessel/unit's operator. *(Note: For the purpose of the offshore vessel inspection Programme, an 'Operator' is defined as the company or entity which exercises day to day operational control of, and responsibility for, a vessel/unit and, where applicable, holds the Document of Compliance under which the vessel/unit is named. The registered owner of a vessel/unit may or may not be the operator.)*	
1.8	Date the current operator assumed responsibility for the vessel/unit	
Remarks:		

2.	**Certification and documentation**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
2.1	**Certification**			
2.1.1	Are all the Class statutory certificates or flag state equivalent listed in the guidance, where applicable, valid and have the annual and intermediate surveys been carried out within the required range dates?		2	
2.1.2	Name of Classification Society • *If the vessel has changed class within the past 6 months, record the previous classification society and the date of change as an observation. State if vessel is not classed.* • *Inspector shall record vessel classification history and if vessel was built under IACS Class.*		2	
2.2	**Safety management**			
2.2.1	Does the vessel/unit have a formal safety management system?		2	
2.2.2	Where appropriate, is there objective evidence that the safety management system complies with the requirements of the ISM Code?		5	
2.2.3	Does an operator's representative visit the vessel/unit at least once six monthly?		2	
2.2.4	Is a recent operator's audit report available and is a close-out system in place for dealing with nonconformities?		2	
2.2.5	Does the Master review the safety management system and report to the operator on any deficiencies? *(The Master's review should be carried out as per SMS and documentary evidence should be available.)*		2	
2.3	**Class documentation and surveys**			

2.3.1	Date of departure from the last dry-dock or underwater inspection. *(State whether dry docking or underwater survey. In addition, if the last dry-docking/underwater survey was unscheduled, record the date and the reason.)*		2	
2.3.2	Is the vessel/unit free of conditions of class or recommendations, visas, memoranda, or notations? • *Record any conditions of class or significant recommendations, memoranda, or notations of any nature, including due dates as an Observation.* • *Where a condition of class has been postponed, the details including the condition, original date and the new date for completion should be recorded as an Observation.*		2	
2.4	**Publications**			
2.4.1	Are all publications, as applicable to the vessel/unit, available?		2	
	Section 2 subtotal credit score		**23**	
Remarks:				

3.	**Crew and contractor management**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
3.1	**General**			
3.1.1	Are both crew and contractors required to comply with the vessel/unit's safety management systems in full? (*While on board the vessel/unit, all contract personnel should work within the vessel/unit's SMS and permit to work system. Verify if this requirement is included in the procedures/familiarization.)*		2	
3.1.2	Is there a process in place to ensure that any proposed bridging documents integrate effectively with the vessel/unit's safety management system? • *Check that the process provides guidance on addressing any conflicts between the vessel/unit's SMS and charterer's requirements.* • *Check also that there is a formal means of verification that the Senior Staff on board understand the contents of the bridging document.*		2	
3.1.3	Are both crew and contractors required to comply with the vessel/unit's drug and alcohol policy and testing regime? *(While on board the vessel/unit, all crew and contract personnel should comply with the vessel/unit's D and A policy, except if the Contractor's policy is more restrictive.)*		2	
3.1.4	Is the drug and alcohol policy based on 'zero tolerance' (requiring zero Blood Alcohol Content (BAC) and zero drug content) for all on board the vessel/unit?		2	
3.1.5	Is Master familiar with company's policy regarding 'for cause' and 'post incident' testing requirement?		2	

3.1.6	Does the operator have a policy for unannounced drug and alcohol testing? *(Record the date of the last recorded unannounced on-board group alcohol test)*		2	
3.1.7	Is there a common language stipulated and is the safety management system documentation in this common language? *(Record which language is stipulated. Record observation if safety management system is not in common language of the crew.)*		2	
3.1.8	Is there a system for ensuring communications between contractors, the vessel/unit's crew and third parties? (*This should include information on muster stations, emergency alarms and emergency procedures.)*		2	
3.2	**Crew-specific**			
3.2.1	Does the manning level meet or exceed that required by the Minimum Safe Manning Document? *(Record the required manning and the actual manning)*		2	
3.3	**Crew-specific (non-barge)**			
3.3.1	Are the marine crew members appropriately qualified for the operations and equipment on board?		2	
3.3.2	Is there a competence assessment process for the marine crew on board?		2	
3.3.3	Does the company operate a formal appraisal system for marine crew?		2	
3.3.4	Do all crew members hold appropriate and valid certification and is this verified on joining vessel?		5	
3.3.5	Do all personnel maintain hours of rest records and are the hours of rest in compliance with MLC or STCW requirements?		2	
3.3.6	Have the Master and/or any officers with direct responsibility for ship handling received appropriate training in ship handling for the type of vessel/unit?		2	
3.3.7	If the Master has been newly-hired within the last 12 months, did he receive appropriate pre-familiarization training, including understanding of the Company's safety management system?		2	
3.3.8	Have all the deck officers received documented training and competence assessment for the navigational equipment fitted on board? *(Specify whether the documented training and competence assessment is on-board using mentor based on-the-job training with assessment, at a recognized shore-based establishment, formal on-board training with an external trainer, or CBT on board)*		5	
3.3.9	Are the company medical procedures implemented on board?		2	
3.3.10	Is chief cook onboard qualified?		2	
3.4	**Crew-specific (barges)**			
3.4.1	Is an adequate number of personnel required to be on board to perform anticipated marine operations?		2	
3.4.2	Do procedures address scenarios which may require down-manning of non-essential personnel from the vessel/unit?		2	
3.4.3	Are the marine crew members appropriately qualified for the operations and equipment on board?		2	

3.4.4	Is there a competence assessment process for the marine crew on board?		2	
3.4.5	Does the company operate a formal appraisal system for marine crew?		2	
3.4.6	Do all crew members hold appropriate and valid certification and is this verified on joining vessel?		2	
3.4.7	Are provisions made to provide the vessel/unit's crew with medical and first aid training and facilities?		2	
3.4.8	Are GMDSS requirements met with regard to qualified radio operator personnel, watch keeping, and designation for distress communications?		2	
3.4.9	Have the Master and/or any officers with direct responsibility for ship handling received appropriate training in ship handling for the type of vessel/unit?		2	
3.4.10	If the Master has been newly-hired within the last 12 months, did he receive appropriate pre-familiarization training, including understanding of the Company's safety management system?		2	
3.4.11	Have all the deck officers received formal documented training for the navigational equipment fitted on board? *(Specify whether the documented training and competence assessment is on-board using mentor based on-the-job training with assessment, at a recognised shore-based establishment, formal on-board training with an external trainer, or CBT on board? This should apply to all equipment found on the bridge of the vessel and not just apply to Radar and ARPA but other things such as Electronic Charting Systems, GPS Echo Sounders etc.)*		2	
3.4.12	Does the company have a documented disciplinary process which facilitates removal of personnel from the vessel/unit if deemed to be a risk?		2	
3.4.13	Are the company medical procedures implemented on board?		2	
3.4.14	Is the chief cook onboard qualified?		2	
3.5	**Contractor-specific**			
3.5.1	Is there evidence of training contractors in the content of the vessel/unit's safety management system?		2	
3.5.2	Is there evidence of all contractors being familiarized with the vessel/unit's emergency procedures and requirements?		2	
3.5.3	Are contractors encouraged to be involved in the vessel/unit's safety management processes, such as safety meetings?		2	
3.5.4	Is there evidence that contractor staff have appropriate training, rules of engagement and operational procedures for their plant, equipment, and work scope on-board?		2	
3.5.5	Is there evidence that operator verify the adequacy of contractor's equipment prior first use?		2	
3.5.6	Have any additional hazards associated with contractor's operations and equipment been identified and risk assessed and appropriate control measures put in place?		2	
3.5.7	Do contractors supply appropriate PPE?		2	
	Section 3 subtotal credit score		**86**	

Remarks:

4.	Navigation	Y/N/NA	Maximum Credit points	Credit points scored
4.1	Is there evidence that operator's navigation instructions and procedures are implemented on board? • *The navigation, training and bridge procedures policies should be reviewed.* • *Hard copies of the operator's navigation policy and procedures must be available on the bridge.*		5	
4.2	Do the vessel operating procedures require a minimum of two crew members, one being the Master or a suitably qualified and experienced officer, to be on the bridge throughout operations alongside an installation? *(Should be available when within the 500 m zone. Best practice would be for both to be qualified deck officers.)*		2	
4.3	Is there evidence that the 500 meters safety zone entry procedure is applied on board?		2	
4.4	Are check lists, such as those for pre-arrival, pre-departure, 500 m zone, watch handover and pilot-Master interchange being completed?		2	
4.5	Does the vessel documented procedures clearly identify the actions to be followed when changing the manoeuvring position on the bridge, taking into account the physical location of the vessel in relation to the platform and/or the engine/generator status? *(Procedures should include a requirement to test control functions in a safe location after changeover.)*		2	
4.6	Is operator's guidance on minimum under keel clearance and squat implemented on board? (*The operator should supply guidance for under keel clearance. Record the Under Keel Clearance as defined in the SMS)*		5	
4.7	Are deck log books correctly maintained and is an adequate record being kept of all the navigational activities both at Sea and in Port?		2	
4.8	Are records maintained of preventive fire and security rounds completed after each watch?		2	
4.9	Are the vessel/unit's manoeuvring characteristics displayed on the bridge?		2	
4.10	Are there documented and clearly identified **steering** mode change over procedures in place?		2	
4.11	Do vessel/unit's officers demonstrate a full understanding of steering changeover practices?		2	
4.12	Has the Master written his own standing orders and if applicable night orders?		2	
4.13	Have the deck officers countersigned the Master's standing and night orders as being read and understood?		2	
4.14	Are heading reference system errors checked and recorded?		2	
4.15	Has a system been established to ensure that nautical publications and charts, paper and/or electronic, for the intended voyage are on board, current and corrected up-to-date?		2	

4.16	If fitted, are Master and deck officer's familiar with the operation of the ECDIS on board?		2	
4.17	If the vessel is equipped with an Electronic Chart Display and Information System (ECDIS) are the Master and deck officers able to produce appropriate documentation that generic training and type-specific familiarization has been undertaken? • *If the vessel is fitted with an ECDIS unit then the Master and each deck watch keeper must be in possession of an ECDIS Generic Training certificate* • *Record in comments how the familiarization training was carried out. If only one ECDIS fitted and paper charts are also provided record which is the primary source of navigation and which is the backup.*		5	
4.18	If the vessel is provided with an Electronic Chart Display and Information System (ECDIS) does it meet the requirements of SOLAS and is an approved backup system provided?		2	
4.19	Is a lookout maintained at all times when the vessel/unit is at sea? *(The company should have a policy that ensures a lookout is maintained at all times when the vessel/unit is at sea)*		2	
4.20	Was a comprehensive passage plan available for the previous voyage and did it cover the full voyage from berth-to-berth utilising appropriate charts and publications?		2	
4.21	Is the echo sounder recorder marked with a reference date and time on each occasion it is switched on?		2	
4.22	Do documented procedures clearly prohibit the use of offshore installations as way points?		2	
4.23	During Port Entry and Departure, was the position of the vessel/unit monitored?		2	
4.24	Is there a system for dealing with navigation warnings and are they being charted?		2	
4.25	Is all navigation equipment in good order?		2	
4.26	Are navigation lights in good order? *(Note: Primary and secondary systems should be in good order, and there should be a procedure to check the navigation light failure alarm.)*		2	
4.27	Are procedures in place and evidence available to ensure the Master / Chief Engineer has a documented handover? (*Are handover notes completed and are they specific for the vessels operations? Verify last handover report.)*		2	
	Section 4 subtotal credit score		**63**	
Remarks:				
5.	**Safety and security management**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
5.1	**General**			

5.1.1	Is contact details of the Designated Person Ashore (DPA) or appropriate shore-based contact clearly posted on-board?		2	
5.1.2	Has a vessel/unit safety officer been designated and trained to undertake this role?		2	
5.1.3	Are the vessel/unit's officers familiar with the operation of firefighting, lifesaving and other emergency equipment?		5	
5.1.4	Is personal protective equipment provided and available spares on board? *(Procedures should include the company's requirements for the inspection and replacement of PPE.)*		2	
5.1.5	Are the PPE requirements for tasks clearly defined and worn as required? *(Documented guidance relating to the use of equipment for specific tasks should be provided, preferably in the form of a matrix.* *Working areas should have clear signs indicating PPE requirements.*)		2	
5.1.6	Are regular safety meetings held, are the minutes recorded and does the operator provide shore management responses?		2	
5.1.7	Does the vessel/unit have documented procedures for Man Overboard scenarios?		2	
5.1.8	Are there records on board showing that accidents, incidents, non-conformities, including breaches of regulations and near misses are reported, investigated, and closed out?		5	
5.1.9	Have officers responsible for incident investigation on board received incident investigation training? *(Training can be achieved by CBT and not required to be a formal course.)*		2	
5.1.10	Are smoking restrictions in place and are they being adhered to?		2	
5.1.11	Is all loose gear on deck, in stores and in internal spaces properly secured?		2	
5.1.12	Does there a risk Assessment System in place for the carriage and handling of chemicals?		2	
5.1.13	Does the safety management system contain procedures to address the control of hazardous substances used on board the vessel/unit? *(Best practice is to have hazardous substances listed within the SMS stored in areas with secondary containment)*		2	
5.1.14	Does the Vessel/Unit Safety Officer undertake periodic inspection of all areas? *(There should be records available that demonstrate that the Safety Officer carrying out a systemic inspection of all areas of the vessel/unit. Suitable records should be available and, where appropriate, defect/non-conformity reporting.)*		5	
5.1.15	If there a safety observation programme implemented on board? *(Inspector should seek evidences of safety observations records demonstrating that system is effective.)*		2	
5.2	**Medical**			
5.2.1	Is the hospital clean and tidy and ready for immediate use? *(Check that the space is not being used for storage or alternative accommodation.)*		2	
5.2.2	Is an alarm system fitted in the hospital and is it regularly tested?		2	
5.2.3	Is there an appropriately qualified individual designated to provide medical care on board?		2	

	(*State which officer is designated.)*			
5.2.4	Is there a system for verifying and checking medical stores? (Record date last checked and by whom.)		2	
5.2.5	Are first aid kits readily available and subjected to regular inspection to confirm their contents?		2	
5.2.6	If cardiopulmonary resuscitation (CPR) equipment is carried, including oxygen resuscitators and/or defibrillators, is it regularly tested? *(Check Inspection records)*		2	
5.2.7	Are personnel familiar with CPR equipment carried on board? *(Check training and medical records)*		2	
5.2.8	Is medical advice available 24hrs a day? *(Dedicated Medical advice should be in place and available 24hrs a day. Emergency numbers should be posted or readily available)*		2	
5.2.9	Is there a formal medical evacuation plan in place?		2	
5.2.10	Are medical drills carried out at periodic intervals?		2	
5.3	**Management of change (MoC)**			
5.3.1	Is there a documented procedure in place for the management of change?		2	
5.3.2	Is there evidence to demonstrate that the MoC process is being properly applied?		2	
5.3.3	If any equipment required by operations is retro-fitted or temporarily installed, is there a formal process for assessing the integrity of connections to the vessel/unit's systems?		2	
5.4	**Drills, training, and familiarization**			
5.4.1	Is there evidence that new personnel, including contractors, receive safety induction?		2	
5.4.2	Are emergency drills being carried out regularly? (Note: Emergency procedures should at least include collision, grounding, flooding, heavy weather damage, structural failure, fire, explosion, gas or toxic vapour release, critical machinery/equipment failure, re-start after partial or total power failure, rescue from enclosed spaces, serious injury and helicopter operations.)		5	
5.4.3	Is regular training in the use of life-saving equipment being undertaken and are appropriate records maintained for each person on board?		5	
5.5	**Ship security**			
5.5.1	Does the vessel/unit have an approved Ships Security Plan (SSP)?		2	
5.5.2	If vessel/unit has an approved SSP, has a ship security officer been designated and do they hold appropriate certification?		2	
5.5.3	Is a deck watch being maintained to prevent unauthorized access?		2	
5.5.4	If required, are security drills carried out at regular intervals?		5	

5.5.5	Are officers aware of the function of the ship security alert system and how to operate it?		2	
5.6	**Control of work**			
5.6.1	Does the vessel/unit operate a documented permit to work (PTW) system?		2	
5.6.2	Does the PTW system specify roles and responsibilities?		2	
5.6.3	Is there a register recording permits issued and isolations performed?		2	
5.6.4	Are the period of validity and requirements for revalidation specified on the permit?		2	
5.6.5	Do personnel receive training in the use of the PTW system?		2	
5.6.6	Does the PTW system include an audit process?		2	
5.6.7	Does the PTW or SMS include a "Stop the Job" policy or statement?		2	
5.6.8	Is there evidence that an effective isolation process is implemented on board as part of the PTW system?		2	
5.6.9	Are documented procedures in place to ensure safe work on high voltage systems and do they address appropriate access arrangements?		2	
5.6.10	If the vessel/unit has high voltage equipment, are staff suitably trained to perform maintenance on it?		2	
5.6.11	Is there evidence that hot work procedures are implemented on board?		2	
5.6.12	If electric welding equipment is provided, is it in good order, inspected regularly and are written safety guidelines available on site?		2	
5.6.13	If gas welding and burning equipment is provided, is it inspected regularly and in good order?		2	
5.6.14	Are spare oxygen and acetylene cylinders stored apart in a dedicated storage and is the storage in a clearly marked, well-ventilated position outside the accommodation and machinery spaces?		2	
5.6.15	Are there documented procedures in place covering the use of portable electrical equipment on deck?		2	
5.6.16	Is there an effective inspection and testing programme in place to ensure that all portable electrical equipment used on board is maintained in a satisfactory condition and included in the vessel PMS?		5	
5.6.17	Are all spaces that are classed as 'enclosed spaces' identified and clearly marked?		2	
5.6.18	Is there evidence that enclosed space entry procedures are implemented on board?		2	
5.6.19	Are portable gas and oxygen analyzers provided appropriate to the vessel/unit's operations and are they calibrated and in good order?		2	
5.6.20	Are personnel onboard trained in the use and calibration of portable oxygen and gas analyzers?		2	
5.6.21	Is there evidence that working at height or over side work procedures are implemented on board?		2	
5.7	**Lifting equipment**			
5.7.1	Are up to date records maintained for the regular inspection, maintenance, and testing of all lifting equipment/devices?		2	

5.7.2	Are test certificates available onboard for all items of loose lifting equipment and are they subject to inspection and maintenance programme?		2	
5.7.3	Are safety devices associated with lifting appliances fully operational?		2	
5.7.4	Are cranes, derricks, pad eyes and other securing points clearly marked with their SWL?		2	
5.7.5	Are all items of lifting gear marked with a unique identification?		2	
5.7.6	Is a colour-coding or alternative system in use to identify inspected lifting equipment?		2	
5.7.7	Is there a programme for routine testing, i.e. start-up, daily, weekly, and monthly checks of lifting equipment?		5	
5.7.8	Is there a documented procedure requiring that all lifting operations are properly planned?		2	
5.7.9	Does the vessel/unit have a system in place for the quarantine of damaged or uncertified lifting equipment?		2	
5.7.10	Are any personnel elevators (lifts) on-board the vessel included in the vessel/unit's PMS and in good order?		2	
5.8	**Lifting equipment (barge)**			
5.8.1	Does the vessel/unit have a system in place for the quarantine of damaged or uncertified lifting equipment?		2	
5.8.2	Is the vessel/unit equipped with service cranes covering all anticipated operations?		2	
5.8.3	Are any personnel elevators (lifts) onboard the vessel included in the vessel/unit's PMS?		2	
5.8.4	Is an inspection and maintenance programme in place for other lifting equipment such as wire or webbing slings, shackles, eyebolts etc.?		5	
5.8.5	Are test certificates available onboard for all items of loose lifting equipment including wire or webbing slings, shackles, eyebolts, etc?		2	
5.8.6	Are safety devices associated with lifting appliances fully operational?		2	
5.8.7	Are cranes, derricks, pad eyes and other securing points clearly marked with their SWL?		2	
5.8.8	Are all items of lifting gear marked with a unique identification?		2	
5.8.9	Is a colour-coding or alternative system in use to identify inspected lifting equipment?		2	
5.8.10	Is there a programme for routine testing, i.e. start-up, daily, weekly and monthly checks of lifting equipment?		2	
5.8.11	Is there a procedure requiring that all lifting operations are properly planned?		2	
5.9	**Offshore personnel transfer**			
5.9.1	Does the vessel/unit have documented procedures for transfer of personnel offshore?		2	
5.9.2	Are all personnel transfer equipment subject to an inspection and certification regime?		2	
5.9.3	Have all personnel involved in lifting/man riding operations been trained and certified to carry out such operations?		2	
5.9.4	Where fitted, is the offshore personnel gangway certified and subject to an inspection programme?		2	

5.9.5	Is there a formal check system for confirming who crosses the gangway, and is there an effective back up check system to ensure discrepancies are raised and addressed?		2	
5.9.6	If the gangway is stabilized, does the control function use a dedicated crew?		2	
5.10	**Lifesaving appliances**			
5.10.1	Are vessel/unit-specific life-saving equipment training manuals available?		2	
5.10.2	Are vessel/unit-specific life-saving equipment maintenance instructions available and are weekly and monthly inspections being carried out?		5	
5.10.3	Are muster lists displayed onboard?		2	
5.10.4	Is there a maintenance and test schedule for lifeboat, Rescue boat on-load release gear, davit launched life raft automatic release hooks, and free-fall lifeboat release systems, where fitted?		5	
5.10.5	If vessel/unit has lifeboats, are the lifeboats, including their equipment and launching mechanisms, in good order?		2	
5.10.6	Are lifeboat (if fitted) and life raft operating instructions displayed?		2	
5.10.7	If vessel/unit has a rescue boat, is the rescue boat, including its equipment and launching arrangement available for use and in good order?		2	
5.10.8	Are life rafts in good order and within due date?		2	
5.10.9	Are hydrostatic releases, where fitted, correctly attached?		2	
5.10.10	Are survival craft portable VHF radios and Search and Rescue Radar Transponders (SART's) in good order and charged?		2	
5.10.11	Are lifebuoys, lights, buoyant lines, quick release mechanisms and self-activating smoke floats in good order?		2	
5.10.12	Are lifejackets in good order?		2	
5.10.13	Are lifejacket donning instructions displayed?		2	
5.10.14	If vessel is outfitted with immersion suits, are the immersion suits available for use and free of defects?		2	
5.10.15	Are pyrotechnics, including line throwing apparatus, in date and in good order?		2	
5.10.16	Are the locations of life saving appliances marked with IMO or equivalent certifying authority symbols?		2	
5.10.17	Is the LSA plan seen to be up to date and represent the current arrangements on the Vessel/Unit?		2	
5.11	**Fire Fighting**			
5.11.1	Are vessel/unit-specific fire training manuals available?		2	
5.10.2	Are vessel/unit-specific firefighting equipment maintenance instructions available and are weekly and monthly inspections being carried out?		5	
5.10.3	Are records available to show that samples of foam compound have been tested at regular intervals?		2	

5.10.4	Is a fire control plan exhibited within the accommodation, is a copy available externally and is equipment correctly marked on it?		2	
5.10.5	Are fire mains, pumps, hoses, and nozzles in good order and available for immediate use?		2	
5.10.6	Is the International shore fire connection readily available externally and is the location clearly marked?		2	
5.10.7	Are fixed fire detection and alarm systems, if fitted, in good order and tested regularly?		2	
5.10.8	Are fixed fire extinguishing systems, where fitted, in good order and are clear operating instructions posted?		2	
5.10.9	Is the emergency fire pump in full operational condition and are starting instructions clearly displayed?		2	
5.10.10	Are portable fire extinguishers in good order with operating instructions clearly marked?		2	
5.10.11	Are firemen's outfits and breathing apparatus in good order, provided with fully charged cylinders and ready for immediate use?		2	
5.10.12	If fitted, are emergency escape breathing devices in good order and ready for immediate use?		2	
5.10.13	Are accommodation and ventilation fan emergency stops in good order and clearly marked to indicate the spaces they serve?		2	
5.10.14	Are fire flaps in good order and clearly marked to indicate the spaces they serve?		2	
5.10.15	If vessel has FiFi notation, is the associated equipment in good order?		2	
5.10.16	Are Fire Doors Operational and part of a planned maintenance and inspection regime?		2	
5.12	**Access**			
5.12.1	Is a safe means of access provided, including, where appropriate, the provision of a gangway, accommodation ladder, pilot ladder, safety net, lifebuoy and line?		2	
5.12.2	Does the vessel/unit have a set of documented procedures/guidance for helicopter winching operations?		2	
5.12.3	Where the vessel/unit is not fitted with a helideck, and Chapter 14 is not applicable, does the vessel/unit have a set of procedures/guidance for helicopter winching operations in the event that they may need to be enacted?		2	
	Section 5 subtotal credit score		**276**	

Remarks:

6.	**Pollution prevention and environmental management**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
6.1	**Pollution prevention**			
6.1.1	Is the Engine Room (Part I) Oil Record Book (ORB) and, if applicable, Part 2, correctly completed?		5	

6.1.2	Are controls in place to manage ozone depleting substances in compliance with MARPOL or local requirements?		2	
6.1.3	Do the sludge and bilge tanks designated in Form A or Form B of the IOPP Certificate and those listed in the Oil Record Book Part I, agree?		2	
6.1.4	Is the Oil Record Book free of any pollution incidents or violations?		2	
6.1.5	If the disposal of engine room oily water or sludge to a shore facility has taken place, has the event been recorded in the Engine Room Oil Record Book, did the vessel/unit receive a statement or certificate of disposal from the shore facility and did it state the quantity disposed?		2	
6.1.6	Are thruster seals free of hydraulic leaks?		2	
6.1.7	Are there containment arrangements fitted around hydraulic machinery in case of leaks?		2	
6.1.8	Is there evidence that the oily water separator control system and engine room bilge oily water separator/filtering system is maintained in good working order?		2	
6.1.9	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?		2	
6.1.10	Are there any bilge spaces pumped directly overboard and are appropriate arrangements in place to monitor and prevent "contaminants" being discharged overboard?		2	
6.2	**Shipboard oil and marine pollution emergency plans**			
6.2.1	Is an approved MARPOL Shipboard Oil Pollution Emergency Plan (SOPEP) or Shipboard Marine Pollution Emergency Plan (SMPEP) provided?		2	
6.2.3	Is the IMO Coastal Contact List up to date and is the Master aware of port contact procedures?		2	
6.2.4	Is there evidence that the vessel/unit has carried out regular drills and that the contents of the SOPEP/SMPEP Manual have been reviewed?		2	
6.3	**Bulk liquid transfers**			
6.3.1	Is there evidence of a pre-transfer conference being held between the vessel/unit and the receiving/discharging facility before the transfer of Bulk Liquids begins?		2	
6.3.2	Are spill containment arrangements provided in way of bulk transfer manifolds?		2	
6.3.3	Are manifold spill containers, if provided, empty and are the drainage arrangements satisfactory?		2	
6.3.4	If carried, are the hoses and connections used for the transfer of bulk liquids free of defects?		2	
6.3.5	If carried, are all transfer hoses routinely tested?		2	
6.3.6	Are transfer hoses fitted with lifting saddles and stowed in racks?		2	
6.3.7	If carried on board, are transfer hoses fitted with flotation collars?		2	
6.4	**Garbage and Sewage management**			

6.4.1	Does the vessel/unit have a garbage management plan and has garbage been handled and disposed of in accordance with MARPOL?		2	
6.4.2	Has the Garbage Record Book been correctly completed?		2	
6.4.3	Are controls in place to ensure that sewage treatment plant discharges comply with MARPOL or local requirements?		2	
	Section 6 subtotal credit score		**49**	

Remarks:

7.	**Structural condition**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
7.1	**General**			
7.1.1	Is the hull free from visible structural defects that warrant further investigation?		5	
7.1.2	Are weather decks free from visible structural defects that warrant further investigation?		2	
7.1.3	Where deck sheathing exists, are records available regarding removal of sheathing and checking of deck and sheathing condition?		2	
7.1.4	Is the superstructure free from visible structural defects that warrant further investigation?		5	
7.1.5	Are internal spaces free from visible structural defects that warrant further investigation?		5	
7.1.6	If there has been any significant structural damage to the vessel/unit, have repairs been undertaken to the satisfaction of an attending Class surveyor?		2	
7.1.7	If the vessel has any through-hull penetrations, are they in good order and subjected to Class approval?		5	
7.2	**Stability**			
7.2.1	Is there a designated person responsible for cargo and/or ballast operations?		2	
7.2.2	Are stability records maintained on board in line with the operators procedures?		2	
7.2.3	Is an approved stability book available onboard that includes both intact and damage stability scenarios?		5	
7.2.4	Is the vessel/unit free from any known stability limitations as noted in the stability book?		2	
7.2.5	Is there a system of verifying and recording the calibration of tank gauging systems and level alarms?		2	
7.2.6	Do documented procedures require checking of differences between actual and calculated displacements and are records maintained?		2	
7.2.7	Are chain lockers, or other spaces at risk of flooding fitted permanently installed means to pump out?		2	
7.3	**Structural modifications**			

7.3.1	Has the vessel/unit's Classification society or certifying authority been involved in assessing/approving any structural modifications to the vessel/unit?		2	
7.3.2	Is there evidence that the vessel/unit's stability information has been updated when structural or mission specific equipment modifications have taken place?		2	
7.3.3	If applicable, are the vessel/unit's Master and Officers fully aware of the changes to stability information as a result of the structural or plant modifications?		2	
	Section 7 subtotal credit score		**49**	

Remarks:

8.	**Operations**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
8.1	**Survey**			
8.1.1	Are there documented procedures and general safety arrangements in place for activities on the exposed working decks?		2	
8.1.2	Are arrangements in place for securing survey equipment on the working deck?		2	
8.1.3	Are risk assessments carried out for all survey operations?		2	
8.1.4	Does the vessel/unit's Permit to Work/Lockout-Tagout documented procedure cover all survey equipment?		2	
8.1.5	Are communications, including backup systems, suitable for operations on the working deck?		2	
8.1.6	Is fire detection/firefighting equipment provided for seismic equipment and is it in good working order?		2	
8.1.7	Are there specific documented procedures and equipment that address streamer oil spills?		2	
8.1.8	Are documented procedures in place addressing the safety of High Pressure operations?		2	
8.1.9	Are effective documented procedures in place to address streamer handling?		2	
8.1.10	Are effective emergency procedures in place that address streamer handling activities?		2	
8.1.11	Is the vessel equipped with emergency stop buttons for streamer winches and hydraulic equipment, are they in good order and regularly tested?		2	
8.1.12	Are documented procedures in place for the use of small boats that include working from them, personnel transfer and the launch and recovery?		2	
8.1.13	Is the equipment listed in the guidance available for use during small boat operations?		2	

8.1.14	Is survey gear lifting equipment in good order, certified and regularly inspected?		2	
8.1.15	Are there documented procedures covering the storage, handling, and disposal of lithium batteries?		2	
8.1.16	Are suitable safety arrangements in place on working deck to protect personnel against moving and/or high voltage machinery?		2	
8.1.17	Are there suitable guards in place across stern?		2	
8.1.18	Is the survey control system integrated/connected with vessel/unit's bridge?		2	
8.1.19	Does the vessel/unit have a Crew competence/training matrix that addresses Survey operations?		2	
8.1.20	Does the vessel/unit have a competence matrix that addresses maintenance activities associated with the Survey equipment?		2	
8.1.21	Are the instrument rooms / laboratories suitably designed, protected and in good order?		2	
	Section 8.1 subtotal credit score		**42**	

Remarks:

8.2	**Geotechnical survey**			
8.2.1	Are there documented procedures and general safety arrangements in place for activities on the exposed working decks?		5	
8.2.2	Are arrangements in place for securing survey equipment on the working deck?		2	
8.2.3	Are risk assessments carried out for all survey operations?		2	
8.2.4	Does the vessel/unit's Permit to Work/Lockout-Tagout documented procedure cover all survey equipment?		5	
8.2.5	Are communications, including backup systems, suitable for operations on the working deck?		2	
8.2.6	Are documented procedures in place for the use of small boats that include working from them, personnel transfer and the launch and recovery?		2	
8.2.7	Is there a written documented procedure for transducer deployment and recovery?		2	
8.2.8	Is survey gear lifting equipment in good order, certified and regularly inspected?		2	
8.2.9	Are there documented procedures for the launching and recovery of survey equipment, including use of checklists?		2	
8.2.10	Do stability calculations address the impact of lifting operations associated with seabed activities?		2	
8.2.11	Are the instrument rooms / laboratories suitably designed, protected and in good order?		2	
8.2.12	Is the geotechnical control system integrated/connected with vessel/unit's bridge?		2	
8.2.13	Does the vessel/unit have a Crew competence/training matrix that addresses Geotechnical operations?		2	

8.2.14	Does the vessel/unit have a competence matrix that addresses maintenance activities associated with the Geotechnical equipment?		2	
8.2.15	Are video monitoring facilities for critical positions/operations of the geotechnical system in good order?		2	
	Section 8.2 subtotal credit score		**36**	
Remarks:				
8.3	**Diving**			
8.3.1	Does the vessel/unit or dive spread module have a valid Diving System Safety Certificate?		2	
8.3.2	Has the system been surveyed in the last 12 months and has the Diving System Safety Certificate had its annual endorsement?		2	
8.3.3	Has the vessel/unit's record of equipment for the Cargo Ship Safety Equipment Certificate been endorsed with details of the hyperbaric rescue unit and its capacity?		2	
8.3.4	Are procedures in place for the control of the storage, handling, and connection of breathing gas cylinders?		2	
8.3.5	Are all parts of the diving system that are sited on deck protected from the sea, icing or any damage that may result from other activities on board the vessel/unit?		2	
8.3.6	Has an evaluation been carried out to ensure the vessel/unit will have sufficient intact and residual dynamic stability in all load conditions whilst the diving system and auxiliary equipment are installed on the vessel/unit?		2	
8.3.7	Has an evaluation of the strength and load distribution on the deck of the vessel/unit been carried out with respect to diving system and auxiliary equipment placement?		2	
8.3.8	Has an evaluation of the sea fastening arrangement for the diving system, including auxiliary equipment, been carried out with respect to dynamic loading with vessel movement, including survival condition of the vessel/unit?		2	
8.3.9	Has the sewage system for the saturation system been linked up with vessel/unit's sewage system and is it fully in compliance with MARPOL IV Regulations for the Prevention of Pollution by Sewage from Ships?		2	
8.3.10	Is the diving system and habitat protected from the effects of fire?		2	
8.3.11	Where pressure vessels are situated in enclosed spaces, is a manually actuated water spray system provided to cool and protect such pressure vessels?		2	
8.3.12	Where pressure vessels are situated on open decks, are sufficient means in place to provide a water spray?		2	
8.3.13	Has the safety and integrity of the electrical connection of the diving system to the vessel/unit's system been formally assessed?		2	
8.3.14	Is the integrity of the electrical power supply to the diving system ensured in an emergency?		5	
8.3.15	Is the communication system arranged for direct two-way communication between the dive control stand and the bridge or DP control room and is a suitable back-up system available?		2	

8.3.16	Have periodic training drills of the hyperbaric rescue system been carried out?		2	
8.3.17	Has the hyperbaric rescue unit been launched for test at annual survey or within the last 6 months as per IMCA guidelines?		2	
8.3.18	Where the primary means of launching depends on the ship's main power supply, is a secondary and independent launching arrangement provided?		2	
8.3.19	Have calculations been conducted to evaluate the dynamic snatch and impact loadings that may be encountered by the hyperbaric rescue unit on launch and recovery, in particular taking into consideration freeboard, sea height and worst case of trim and list?		5	
8.3.20	Do brakes on the handling system engage automatically in the event of power failure and are they provided with manual means of release?		2	
8.3.21	Are risk assessments carried out for all Diving operations?		2	
8.3.22	Where diving equipment is situated on the working deck are there effective arrangements in place for securing it?		2	
	Section 8.3 subtotal credit score		**50**	
Remarks:				
8.4	**Oil recovery**			
8.4.1	Is the vessel certified for oil recovery operations?		2	
8.4.2	Has the Classification society approved an Oil Recovery Operations (ORO) Manual?		2	
8.4.3	Are tanks for recovered oil ready for immediate use?		2	
8.4.4	Is cabinet for electric supply to oil recovery equipment easily accessible and placed in a protected area?		2	
8.4.5	If fitted, is equipment such as booms, skimmers, air hoses for inflating boom, etc. well maintained?		2	
8.4.6	If oil recovery equipment is not permanently fitted, are attachments for equipment or doubling plates welded to steel deck maintained and in good condition?		2	
8.4.7	If fitted, are liquid dispersant systems in good condition and are the crew familiar with the documented procedures for the use and operation of the system?		2	
8.4.8	Have personnel been trained in oil recovery operations?		2	
8.4.9	Are safety arrangements relating to the recovery and handling of hydrocarbons in place?		2	
8.4.10	Are recovered oil tanks (fixed and portable) provided with suitable ventilation arrangements?		2	
8.4.11	Has the oil recovery equipment been tested in exercises regularly?		2	
8.4.12	Are documented procedures in place for the use of small boats that include working from them, personnel transfer and the launch and recovery?		2	

8.4.13	Are risk assessments carried out for all Oil Recovery operations?		2	
	Section 8.4 subtotal credit score		**26**	

Remarks:

8.5	**Heavy lift**			
8.5.1	Does the vessel/unit have a competence/training matrix that addresses crane and ballast control operations?		2	
8.5.2	Does the company have documented procedures in place to ensure that the Master is provided with necessary pre-voyage guidance?		2	
8.5.3	Does the vessel/unit have a competence/training matrix that addresses crane and lifting gear maintenance activities?		2	
8.5.4	Is there an effective lifting equipment management system in place?		5	
8.5.5	Are all lifting operations formally risk assessed?		2	
8.5.6	Are there documented procedures and general safety arrangements in place for activities on the exposed working decks?		2	
8.5.7	Do the emergency procedures cover additional risks associated with the vessel/unit's heavy lift operations?		5	
8.5.8	Is there a competent person in charge of ballast control and stability calculations?		2	
8.5.9	Can the Ballast Control Operators (BCO's) demonstrate knowledge of the vessel/unit's ballast system, the control of free surface effects and the consequences of inadvertent ballast shift?		2	
8.5.10	Is the stress and stability information included with the plan for current operations; have stability and where applicable, stress calculations been performed for the current operation and do the BCO's understand any limitations?		5	
8.5.11	Is there an inclinometer located near the ballast control panel?		2	
8.5.12	Are draft gauges operating correctly?		2	
8.5.13	Is there a system for training and drills covering the stability issues associated with ballast, bilge and crane systems, in both normal and emergency conditions?		5	
8.5.14	Is there a system of verifying and recording the calibration of tank gauging systems and level alarms?		2	
8.5.15	Is there a system for recording changes to the vessel/unit's lightweight condition?		2	
8.5.16	Are lightweight changes effectively incorporated into stability calculations?		2	
8.5.17	Are the ballast and bilge systems covered by an FME(C) A?		2	
8.5.18	Is there a system for controlling the override of bilge and ballast system alarms?		2	
8.5.19	Is access to the ballast control panel restricted?		2	
8.5.20	Is the ballast control position attended continuously during lift operations?		2	

8.5.21	Are all watertight doors, hatches, and other openings on or near submersible decks in good order?		2	
8.5.22	Is there a positive feedback/checklist system for ensuring all such openings are secure for appropriate stages of the operation?		2	
8.5.23	Is access to crane controls restricted?		2	
8.5.24	Is the main crane control console continuously attended by a qualified crane operator when lifting?		2	
8.5.25	Is there a system for monitoring crane status during use and when stowed?		2	
8.5.26	Are crane alarm systems all operational and in good order?		2	
8.5.27	Are there at least two ballast pumps available to pump out each ballast tank?		2	
8.5.28	Are pump room emergency bilge suction valves clearly marked, fitted with a position indicator and capable remote operation?		2	
8.5.29	Is the emergency bilge suction and pump tested and are records maintained?		2	
	Section 8.5 subtotal credit score		**70**	
Remarks:				
8.6	**Anchor handling**			
8.6.1	Is the vessel classed for anchor handling operations?		2	
8.6.2	Does the vessel carry out risk assessments for each specific operation?		2	
8.6.3	Does the vessel have contingency plans for operations associated with anchor handling?		2	
8.6.4	Does the vessel have displayed on the bridge a document to show the acceptable vertical and horizontal transverse force/tensions to which the vessel can be exposed?		2	
8.6.5	Is there a notice posted on the bridge giving instructions for emergency release procedures?		2	
8.6.6	Are emergency release systems regularly tested and records maintained?		2	
8.6.7	Does the vessel operating manual have a written procedure for safe anchor handling operations in differing water depths?		2	
8.6.8	Does the vessel operating manual include written procedures for SIMOPS and tandem vessel operations?		2	
8.6.9	Is all anchor handling equipment secured when not in use?		2	
8.6.10	Is there a minimum freeboard requirement for safety on deck, is it specified in the anchor handling manual?		2	
8.6.11	Has the effect of slack tanks been addressed within the stability manual?		2	
8.6.12	Do documented procedures address the use of anti-roll tanks during anchor handling?		2	
8.6.13	Is there recorded evidence of regular testing, inspection, and maintenance of all anchor handling equipment?		5	

8.6.14	Does the vessel have a tension gauge and/or tension limiter to monitor bollard pull and is it regularly calibrated?		2	
8.6.15	Are bollard pull figures available for when power is diverted to transverse thrusters or other large power consumers?		2	
8.6.16	If anchor handling pennant is not fitted with quick release, does the vessel have cutting gear readily available?		2	
8.6.17	Are tugger winches and wires in a satisfactory condition?		2	
8.6.18	Does the vessel have lifesaving appliances that are immediately accessible on the stern?		2	
8.6.19	Does the Master, Bridge Officers and Deck Personnel have appropriate anchor handling training and experience?		2	
8.6.20	Are records available confirming the formal training of winch operators?		2	
8.6.21	Where winches are not visible from the bridge, is there a system in place to enable remote monitoring?		2	
8.6.22	Is there evidence of anchor handling operations planning?		2	
8.6.23	Are communications between the bridge and working deck, including backup systems, in working order?		2	
8.6.24	Are anchor handling winch and wire/chain stopper in good order and reported to be fully operational?		2	
8.6.25	Are safe areas beyond the crash barriers clear of obstructions and easily accessible to the crew from the working deck?		2	
8.6.26	Is deck sheathing free of defects?		2	
	Section 8.6 subtotal credit score		**55**	

Remarks:

8.7	**Towing/pushing**			
8.7.1	Is the vessel classed/certified for Towing and/or Pushing operations?		2	
8.7.2	Is the vessel's fendering in good condition?		2	
8.7.3	Is tow winch, including associated hoses and brake linings, in good order?		2	
8.7.4	Does the vessel maintain a towing log in accordance with IMO guidelines?		2	
8.7.5	Does the vessel adhere to the IMO guidelines with regard to the minimum breaking load (MBL) of the towline?		2	
8.7.6	Does the vessel have procedures, including contingency plans, in place that address towing and pushing activities?		2	
8.7.7	Does the vessel have a searchlight that can be directed from the vessel's main steering station and is it in good working order?		2	
8.7.8	Does the vessel carry a spare towline, stretchers, shackles, and associated equipment that meet all the requirements for the main gear?		2	
8.7.9	Is the towing winch equipped with two drums and a redundant drive mechanism or equivalent procedures?		2	

8.7.10	Are all wire rope terminations on board made with hard eyes with evidence that socketing has been done by a competent person?		2	
8.7.11	Is the winch fitted with equipment to measure the tension of the towline and is the information displayed in the wheelhouse?		2	
8.7.12	Is a tow winch brake alarm fitted and audible in the wheelhouse?		2	
8.7.13	Are records of inspection and service of the towline available on board?		2	
8.7.14	Does the vessel Operator have an adequate replacement policy with valid certificates for the towing line(s) in use?		2	
8.7.15	If using HMPE, is the contact surface for the HMPE tow line clean and sufficiently smooth to avoid damage to tow line?		2	
8.7.16	If applicable is there a system for prevention of chafing of the tow-wire?		2	
8.7.17	If applicable, does the vessel have a suitable towing wire arrangement to prevent girting?		2	
8.7.18	Are emergency release systems regularly tested and records maintained?		2	
8.7.19	If towline is not provided with quick release capability, does the vessel have cutting gear readily available?		2	
8.7.20	Is the use of synthetic shock lines a normal operational procedure?		2	
8.7.21	If used, do synthetic shock lines have the capability to deal with the expected dynamic loads?		2	
8.7.22	Has the Master appropriate experience of towing/pushing operations on this particular type of vessel?		2	
8.7.23	If applicable, have the Master and/or any officers with direct responsibility for ship handling received appropriate formal training in ship handling for non-conventional propulsion system?		2	
8.7.24	Are effective documented procedures in place for the use of small boats that include working from them, personnel transfer and the launch and recovery?		5	
8.7.25	Are risk assessments carried out for all towing/pushing operations?		2	
8.7.26	Is the vessel fitted with necessary towing navigation lights for compliance with Collision Regulations?		2	
8.7.27	Is there a document that clearly states vessel performance capabilities and limitations and is there evidence to suggest master is familiar with the document?		2	
8.7.28	Are deck officers aware of the stability conditions during towing operations and understand limitations associated?		2	
8.7.29	Are the calculated indirect towing forces available to the Master and deck officers?		2	
8.7.30	Does the Operator have good visibility of the work area from the vessel's control station?		2	
8.7.31	If there are visibility limitations caused by physical vessel design, are there risk mitigations employed to address them such as radios and talk back devices and are they in good working order?		2	
8.7.32	Is there a sufficient number of portable VHF or UHF and spare batteries available on board?		2	
8.7.33	Is there a notice posted on the bridge giving instructions for emergency release procedures?		2	
8.7.34	Are bollard pull figures available for when power is diverted to transverse thrusters or other large power consumers?		2	

8.7.35	Does the operator have a policy in place covering the use of recessed bitts?		2	
8.7.36	If the vessel has a STAPLE, is the SWL for the staple and the angles of operability known to the vessel master and deck officers?		2	
	Section 8.7 subtotal credit score		**75**	
Remarks:				
8.8	**Supply**			
8.8.1	Is the vessel provided with operator's policy statements, guidance and documented procedures with regard to safe supply boat operations?		2	
8.8.2	Does the vessel carry out risk assessments for specific supply operations?		2	
8.8.3	Are officers aware of maximum deck load capacity and deck strength?		2	
8.8.4	Has a formal risk assessment been completed for all cargo operations that the vessel is likely to perform offshore?		2	
8.8.5	Does the operating manual include documented procedures for restoring stability in case unstable conditions develop during cargo operations and are the officers aware of corrective action to be taken?		5	
8.8.6	Are officers aware of the dangers of entrapped water on deck particularly when carrying pipe cargoes?		2	
8.8.7	Are officers aware of the effects of free surface particularly when transferring liquids at sea?		2	
8.8.8	Has the deck area been marked to identify areas where cargo must not be loaded?		2	
8.8.9	Are Material Safety Data Sheets (MSDS) on board for all the products being handled and are all officers familiar with their content?		2	
8.8.10	Is there a system, including back-up, to ensure effective verbal communication between the vessel deck, vessel bridge and installation?		2	
8.8.11	Are the emergency stops for bulk transfer pumps tested and are records available?		2	
8.8.12	Are all bulk cargo tanks, pumps, valves, and pipeline systems in good order and fully tested as appropriate?		2	
8.8.13	Are there established routines to monitor ventilation from tanks containing hazardous or flammable materials, including oil- based muds?		2	
8.8.14	Are safe areas beyond the crash barriers clear of obstructions and easily accessible to the crew from the working deck?		2	
8.8.15	Are tugger winches and wires associated with positioning cargo in a in good order?		2	
8.8.16	Is the deck cargo securing/lashing equipment in a good order?		2	
8.8.17	Are bulwarks, cargo stanchions and the deck sheathing free of defects?		2	

8.8.18	Does the 500 meters zone pre-entry check list require vessel propulsion and machinery to be set up in such a way as to ensure redundancy whilst carrying out supply operations?		2	
8.8.19	Has the vessel station keeping remained incident free within last 12 months?		2	
8.8.20	Are hose connections and coupling colour codes compatible with Industry Guidelines?		2	
8.8.21	Are Data Cards available on board for visited offshore installations?		2	
8.8.22	Does the vessel have a 500m entry check list and is it in line with Industry guidelines?		2	
8.8.23	Is there evidence that 500m Safety Zone pre-entry checks have been carried out in conjunction with the installation?		2	
8.8.24	Has the bulk cargo pumping and dry bulk systems been verified as operational?		2	
8.8.25	Is there evidence that bulk backload are carried as per operator's procedures and industry best practices?		2	
8.8.26	Have all potential hose snagging points been identified and suitable precautions put in place?		2	
8.8.27	Does the vessel produce a cargo plan identifying all classes of cargo, including dangerous goods?		2	
8.8.28	Is there evidence that bulk hoses are handled as per operator's procedures and best industry practices?		2	
8.8.29	If vessel/unit is classified to carry Methanol or other alcohol-based substances, is the vessel equipped with an alcohol resistant type foam extinguishing system?		2	
	Section 8.8 subtotal credit score		**61**	

Remarks:

8.9	**ERRV**			
8.9.1	Does the vessel have a valid ERRV certificate?		2	
8.9.2	Does the vessel have an operations manual, work instructions and documented procedures covering all aspects of operation?		2	
8.9.3	Is there a system for training and exercising against the scenarios in the contingency plan?		5	
8.9.4	Are rescue zones kept clear, properly maintained and are marks in good condition and clearly visible?		2	
8.9.5	Is lighting in way of the rescue zone satisfactory?		2	
8.9.6	Is access route from rescue zone to reception area free of any obstructions?		2	
8.9.7	Are the daughter craft/FRCs maintained and in good order?		2	
8.9.8	Is the launching equipment maintained in good order?		2	
8.9.9	Is the equipment for recovering personnel from the sea in good working order?		2	
8.9.10	Is there a procedure and do the crew know how to deactivate the Personnel Locator Beacons?		2	

8.9.11	Does the company SMS contain Maximum weather parameters that the vessel can safely operate in while on station in the field?		2	
8.9.12	Are additional lighting arrangements in good order?		2	
8.9.13	Does vessel have additional medical facilities for the vessel's role as ERRV/SBV and is medical equipment according to any specific standard?		2	
8.9.14	Are reception areas, treatment rooms for injured personnel, accommodation facilities for rescued personnel and sanitary facilities clean and tidy?		2	
8.9.15	Is the area for helicopter winch zone clearly marked, free of obstacles and surface treated with non-slip coating?		2	
8.9.16	Has the vessel undertaken exercises utilising oil spill response equipment and techniques within the last year?		2	
8.9.17	Is the communication equipment in good order?		2	
	Section 8.9 subtotal credit score		**37**	
Remarks:				
8.10	**Accommodation/Flotel**			
8.10.1	Are there sufficient marine crew to operate mooring anchors, DP systems and gangway operations concurrently?		2	
8.10.2	When vessel/unit is gangway connected to installation, are station keeping parameters well publicised and adhered to?		2	
8.10.3	Are all cabins either single, two person or 'shift segregated' to ensure no out of hours disturbances?		2	
8.10.4	Is a person designated as being in charge of personnel welfare on board?		2	
8.10.5	Are mess rooms and common rooms clean and tidy with controls ensuring working gear is not worn?		2	
8.10.6	Is there a fixed fire alarm and sprinkler system in accommodation areas?		2	
8.10.7	Are additional regular fire rounds made by crew in all accommodation and service areas?		2	
8.10.8	Is the Flotels/accommodation barge classed as accommodation barge /flotel?		2	
8.10.9	Is a POB control system in place?		2	
8.10.10	Are procedures available to control personnel movements between the flotel and the installation if connected?		2	
8.10.11	Is the person in charge for the POB control trained for his task?		2	
8.10.12	If fitted, is there a FME(C)A for the automatic gangway system?		2	
8.10.13	If fitted, has the automatic disconnect of the gangway system been tested to its full extent?		2	
8.10.14	If fitted, is there a functional design document detailing the normal and emergency disconnect operating philosophy of the automatic gangway?		2	

8.10.15	If fitted, are the automatic gangway operating limits referenced against vessel motions and metocean conditions, and are they defined within an Activity or Site-Specific Operating Guideline (ASOG/SSOG) which defines when gangway operations shall be suspended?		2	
8.10.16	If fitted, is the maintenance of the automatic gangway included in the planned maintenance system of the flotel/accommodation barge?		2	
8.10.17	If fitted, are emergency procedures in place for the disconnection of the gangway?		2	
8.10.18	Are specific changing rooms with lockers available in order to allow personnel changing work clothes prior entering the accommodation?		2	
8.10.19	If fitted, is the garbage compactor and/or incinerator in good operational condition?		2	
8.10.20	Are smoke/fire detection systems available in all cabins and common places?		2	
8.10.21	Are public address and audio alarms operational inside the accommodation and common places?		2	
8.10.22	Are the noise level in the accommodation and common areas tested and recorded?		2	
8.10.23	Is evidence available that all materials used in the accommodations and common place are fire retardant?		2	
8.10.24	Is the available cabin space and layout in line with regulations?		2	
8.10.25	If fitted are additional temporary accommodation modules connected to the central sewage system of the unit?		2	
	Section 8.10 subtotal credit score		**50**	

Remarks:

8.11	**Pipe lay**			
8.11.1	Does the vessel/unit have a competence/training matrix that addresses pipe laying and support operations?		2	
8.11.2	Does the vessel/unit have a competence/training matrix that addresses maintenance activities associated with the pipe laying equipment?		2	
8.11.3	Are the Abandonment and Recovery winch (es) fully operational and are wires certified?		2	
8.11.4	Are all load monitoring devices and alarm systems in good order and regularly tested?		2	
8.11.5	Is pipe lay control system integrated/connected with vessel/unit's bridge?		2	
8.11.6	Are there voice communication systems available for the pipe lay system and are they in good order?		2	
8.11.7	Are video monitoring facilities for critical positions/operations of the pipe lay system in good order?		2	
8.11.8	Are local emergency stops for the pipe lay system available, in good order and regularly tested?		2	
8.11.9	If fitted is the pipe lay system data logger operational and in good order?		2	
8.11.10	Are all pipe laying operations formally risk assessed?		2	

8.11.11	Does the vessel have project-specific contingency plans relating to pipe laying activities?		2	
8.11.12	Are all components of the pipe laying system included in the vessel/unit's planned maintenance system?		5	
8.11.13	Does the vessel carry a full set of operating and maintenance manuals for the specialized equipment required for pipe laying operations?		2	
8.11.14	Are critical spare parts clearly identified and available on board or at short notice?		2	
8.11.15	Are hang-off platforms and other working platforms in good order?		2	
8.11.16	Is personnel access along pipe-laying working deck accessible and in good order?		2	
	Section 8.11 subtotal credit score		**35**	

Remarks:

8.12	**Cable lay**			
8.12.1	Does the vessel/unit have a competence/training matrix that addresses cable laying and support operations?		2	
8.12.2	Does the vessel/unit have a competence/training matrix that addresses maintenance activities associated with the cable laying equipment?		2	
8.12.3	Are all cable laying facilities and equipment properly maintained and in good order?		2	
8.12.4	Are the Abandonment and Recovery winch (es) fully operational and are wires certified?		2	
8.12.5	Are all load monitoring devices and alarm systems in good order and regularly tested?		2	
8.12.6	Are hang-off platforms and other working platforms in good order?		2	
8.12.7	Is personnel access along lay spread route and on carousel in good order?		2	
8.12.8	Is cable lay control system integrated/connected with vessel/unit's bridge?		2	
8.12.9	Are there voice communication systems available for the cable lay system and are they in good order?		2	
8.12.10	Are video monitoring facilities for critical positions/operations of the cable lay system in good order?		2	
8.12.11	Are local emergency stops for the cable lay system available, in good order and regularly tested?		2	
8.12.12	If fitted are remote reading draft gauges operating correctly?		2	
8.12.13	Do the manuals contain a wide range of contingency procedures for credible scenarios?		2	
8.12.14	Are all cable lay operations formally risk assessed?		2	
8.12.15	Do operational records contain structural failure and collapse sequence data in case of overloads, and do operational procedures demand these are analysed and known throughout the operation?		5	
8.12.16	Are protective measures/barriers in place to ensure operator safety, in the event of system structural failure or collapse?		2	

8.12.17	Are all components of the cable laying system included in the vessel/unit's planned maintenance system?		2	
8.12.18	Does the vessel carry a full set of operating and maintenance manuals for the specialised equipment required for cable laying operations?		2	
8.12.19	Are critical spare parts clearly identified and available on board or at short notice?		2	
	Section 8.12 subtotal credit score		**41**	
Remarks:				
8.13	**Gravel/stone discharge**			
8.13.1	Are there documented procedures and general safety arrangements in place for activities on the exposed working decks, including access to cargo handling equipment and stowage areas?		2	
8.13.2	Are there documented procedures for the loading, carriage and discharge of material, and are they complied with?		2	
8.13.3	Are risk assessments carried out for all operations?		2	
8.13.4	Are communications, including backup systems, suitable for operations on the working deck?		2	
8.13.5	Is all cargo handling equipment in good order and fully operational?		2	
8.13.6	Does the vessel/unit have a competence/training matrix that addresses gravel/stone operations?		2	
8.13.7	Does the vessel/unit have a competence/training matrix that addresses maintenance activities associated with the gravel/stone handling equipment?		2	
8.13.8	Does the vessel/unit have onboard a copy of the Class Approved Cargo Operations Manual?		2	
8.13.9	Do the emergency procedures cover additional risks associated with the vessel's operations?		2	
8.13.10	Is the stress and stability information included with the plan for current operations; have stability and stress calculations been performed for the current operation and do the cargo/ballast officers understand any limitations?		2	
8.13.11	Is there an inclinometer located near the ballast control panel?		2	
8.13.12	Are draft marks clearly visible?		2	
8.13.13	Is there a system of verifying and recording the quantity of stone/gravel in the cargo areas at any given time?		2	
8.13.14	Is the ballast control position attended continuously when load/discharge operations are underway?		2	
8.13.15	Do ballast system valves fail to the closed position in the event of power failure?		2	
8.13.16	Can ballast system valves be operated in the event of power failure?		2	
8.13.17	Is there a process for ensuring sea chest valves are regularly inspected and kept free of leaks and debris?		2	
	Section 8.13 subtotal credit score		**34**	

Remarks:				
8.14	**ROV operations**			
8.14.1	Is there evidence that risk assessments are carried out for all specific tasks related to ROV operations?		2	
8.14.2	If the vessel has been modified to carry out ROV Operations, have the additional weights been included in the vessel's stability information?		2	
8.14.3	If obstructions exist that impact on the views of ongoing operations from the vessels bridge, have CCTV cameras been installed?		2	
8.14.4	Is there a system, including back-up, to ensure effective verbal communication between the navigating bridge and ROV control station?		2	
8.14.5	Are protection rails fitted around the ROV work site?		2	
8.14.6	Are operational procedures for ROV operations included in the vessel's SMS or specific operations manual?		2	
8.14.7	Does the vessel/unit have a crew competence/training matrix that addresses ROV operations?		2	
8.14.8	Does the vessel/unit have a competence matrix that addresses maintenance activities associated with the ROV equipment?		2	
8.14.9	Does the vessel have contingency plans in place that address ROV operations?		2	
8.14.10	Are sea state limits clearly specified for the launching and recovery of ROV equipment?		2	
8.14.11	Do the operational procedures address ROV operations within anchor patterns, during diving operations or close to subsea obstructions?		2	
8.14.12	Is the ROV system integrated and/or connected with vessel/unit's bridge to show the ROV position in relation to the vessel/unit?		2	
8.14.13	Are suitable safety arrangements in place on ROV spread around moving machinery and high voltage equipment?		2	
8.14.14	Are local emergency stops for the ROV system available, in good order and regularly tested?		2	
	Section 8.14 subtotal credit score		**28**	
Remarks:				
8.15	**Icebreaker**			
8.15.1	Does the vessel carry out risk assessments for specific ice operations?		2	
8.15.2	Is there documentation to show that calculations and/or tests have been conducted to demonstrate that the vessel can maintain sufficient positive stability when performing ice breaking operations within approved limits?		2	
8.15.3	Are ice breaking operational procedures included in the vessel's SMS or specific operations manual?		2	

8.15.4	Are the galley facilities outfitted for use by the crew during ice breaking operations?		2	
8.15.5	Do the vessel's shower and washroom facilities have provisions to ensure the safety of personnel using the facilities during ice breaking operations?		2	
8.15.6	Does the vessel have on board line throwing apparatus in addition to that required for life-saving?		2	
8.15.7	Are any additional design features such as azimuth thrusters, bubblers, water wash or heeling systems working and in good order?		2	
8.15.8	Is the vessel fitted with additional searchlights for illumination of the ice lead behind?		2	
8.15.9	Is the vessel fitted with more than 1 propeller?		2	
8.15.10	Is the vessel capable of conducting close-coupled towing operations?		2	
	Section 8.15 subtotal credit score		**20**	
Remarks:				
8.16	**Well servicing and sub-sea operations**			
8.16.1	Are there documented procedures and general safety arrangements in place for activities on the exposed working decks, including moonpools if fitted?		2	
8.16.2	Are risk assessments carried out for all subsea operations?		2	
8.16.3	Are communications, including backup systems, suitable for operations on the working deck?		2	
8.16.4	Does the vessel/unit have a competence/training matrix that addresses well servicing and sub-sea operations?		2	
8.16.5	Does the vessel/unit have a competence/training matrix that addresses maintenance activities associated with the well servicing and sub-sea equipment?		2	
8.16.6	Do the emergency procedures cover additional risks associated with the vessel/unit's operations?		2	
8.16.7	Do all overboard cable and umbilical chutes appear in good order and are they properly secured?		2	
8.16.8	Are deck generators and tanks of gas/chemicals all clear of vessel/unit's heating, ventilation and air conditioning inlets?		2	
8.16.9	Is there a person in charge of ballast control and stability calculations?		2	
8.16.10	Can the Ballast Control Operators (BCO's) demonstrate knowledge of the vessel/unit's ballast system, the control of free surface effects and the consequences of inadvertent ballast shift?		2	
8.16.11	Can the vessel/unit's stability be calculated without extensive calculations?		2	
8.16.12	Is the stress and stability information included with the plan for current operations; have stability and where applicable, stress calculations been performed for the current operation and do the BCO's understand any limitations?		2	
8.16.13	Is there an inclinometer located near the ballast control panel?		2	

8.16.14	If Fitted, are draft gauges operating correctly?		2	
8.16.15	Are draft marks on vessel/unit clearly visible?		2	
8.16.16	Is there a system for managing manual inputs into the stability programme?		2	
8.16.17	Is there a system for recording changes to the vessel/unit's lightweight condition?		2	
8.16.18	Are the ballast and bilge systems covered by an FME(C)A?		2	
8.16.19	Is there a system for controlling the override of bilge and ballast system alarms?		2	
8.16.20	Is access to the ballast control panel restricted?		2	
8.16.21	Is the ballast control position attended continuously during sub-sea operations?		2	
8.16.22	Are all watertight doors, hatches, and other openings in good order?		2	
8.16.23	Is there a system for monitoring crane status during use and when stowed?		2	
8.16.24	If Column Stabilized unit are there at least two ballast pumps available to pump out each ballast tank?		2	
8.16.25	Are pump room emergency bilge suction valves clearly marked, fitted with a position indicator and capable of remote operation?		2	
8.16.26	Is the vessel/unit equipped with service cranes covering all anticipated operations?		2	
8.16.27	Are all cement silos and associated valves, pumps, vents, and air supplies fully tested and in good order?		2	
8.16.28	Are all mud and brine tanks, pumps, valves, and pipeline systems in good order and fully tested?		2	
8.16.29	Is all deck mounted equipment, control skids and storage containers in good order and provided with appropriate cautionary signage?		2	
8.16.30	Are all connections and deck pipework for bulk products, such as water and fuel, colour coded and clearly marked at loading stations?		2	
8.16.31	Are hydrocarbon and NLS hoses, if carried, fitted with dry break couplings?		2	
	Section 8.16 subtotal credit score		**62**	

Remarks:

8.17	**Trenching**			
8.17.1	Does the vessel/unit have a competence/training matrix that addresses trenching and support operations?		2	
8.17.2	Does the vessel/unit have a competence/training matrix that addresses maintenance activities associated with the trenching equipment?		2	
8.17.3	Are all cable and umbilical chutes on deck in good order?		2	

8.17.4	Are sea state limits specified for the launching and recovery of sub-sea equipment?		2	
8.17.5	Are operational procedures for trenching included in the vessel's SMS or specific operations manual?		2	
8.17.6	Are there quick release arrangements for the sub-sea equipment?		2	
8.17.7	Does the vessel/unit carry spare towline, lifting gear, and umbilicals to recover the trencher and return it to service?		2	
8.17.8	Are risk assessments conducted for each operation?		2	
8.17.9	Are effective contingency plans in place for operational incidents?		2	
8.17.10	Is there a means in place to locate/track sub sea equipment effectively?		2	
	Section 8.17 subtotal credit score		**20**	
Remarks:				
8.18	**Crew Boats**			
8.18.1	If vessel is registered as a High-Speed Craft (HSC) as defined in SOLAS or other Code, does it have a valid HSC Safety Certificate?		2	
8.18.2	If registered as a High-Speed Craft, does the vessel have a copy of the company's 'Permit to Operate High-Speed Craft'?		2	
8.18.3	Have noise levels been assessed?		2	
8.18.4	Are crew specifically trained for crew boat operations?		2	
8.18.5	Are effective security documented procedures in place?		2	
8.18.6	Do documented procedures exist for personnel transfer and transit operations and define safe access routes?		2	
8.18.7	Is there a gated bulwark in way of personnel transfer areas?		2	
8.18.8	Are there lifebuoys and a man-overboard alarm on the personnel transfer deck?		2	
8.18.9	Are sufficient immersion suits or thermal protective aids carried?		2	
8.18.10	Are passengers given a pre-embarkation and pre-disembarkation briefing?		2	
8.18.11	If a Passenger Evacuation System is fitted, is it in good order?		2	
8.18.12	Has a passenger evacuation exercise been conducted?		2	
8.18.13	Are emergency alarms audible in the passenger accommodation areas?		2	
	Section 8.18 subtotal credit score		**26**	
Remarks:				

8.19	**Barge**			
8.19.1	Are the towing bridle and/or tow pads in satisfactory condition, regularly inspected and certified?		2	
8.19.2	If fitted is the Surge Protection gear in Satisfactory condition?		2	
8.19.3	Is an emergency towing gear rigged on the barge, is it regularly inspected and certified?		2	
8.19.4	If fitted with a loading ramp is the ramp marked with a SWL?		2	
8.19.5	If fitted, is the emergency anchoring equipment in good condition?		2	
8.19.6	Is the barge fitted with at least four mooring bollards/stag horns on each side?		2	
8.19.7	Are the Mooring fittings marked with SWL?		2	
8.19.8	If fitted, is the bridle recovery winch and recovery line in good condition?		2	
8.19.9	Are towline connections capable of quick release under adverse conditions?		2	
8.19.10	Where towing connections can be released from the brackets, does the fairlead design allow all the released parts to pass through the fairlead?		2	
8.19.11	Are access ladders in good condition?		2	
8.19.12	Are towing brackets and fairleads part of planned maintenance system?		2	
	Section 8.19 subtotal credit score		**24**	
Remarks:				
8.20	**Landing Craft**			
8.20.1	Is the Bow door clearly marked with the SWL?		2	
8.20.2	Is there good visibility from the bridge, unaffected by the bow door?		2	
8.20.3	Is there a written procedure in the vessels SMS to cover deployment and stowing of the ramp?		2	
8.20.4	If fitted, are audible and/or visible alarms during ramp deployment and stowing in good working condition?		2	
8.20.5	If fitted, are the visible indication in the wheel house confirming that the ramp is secured for sea in good working condition?		2	
8.20.6	Are secondary securing arrangements fitted to the ramp?		2	
8.20.7	Are the forecastle deck areas either side of the ramp fitted with safety rails?		2	
8.20.8	Are the freeing ports clear and freely draining?		2	
8.20.9	Is the bow area free of any significant damage?		2	

8.20.10	Is the vessel fitted with cooling systems and machinery that will allow auxiliary systems to operate in shallow waters or whilst grounded?		2	
8.20.11	Are air pipes, ventilators, hatches etc on the main deck protected by railings?		2	
	Section 8.20 subtotal credit score		**22**	

Remarks:

8.21	**Dredging**			
8.21.1	Are operational procedures for dredging included in the vessel's SMS or specific operations manual?		2	
8.21.2	Are sea state limits specified for the launching and recovery of dredging equipment?		2	
8.21.3	Are there documented procedures and general safety arrangements in place for activities on the exposed working decks?		2	
8.21.4	Are there documented procedures for the dredging, carriage, and discharge of material, and are they complied with?		2	
8.21.5	Are risk assessments carried out for all operations?		2	
8.21.6	Are communications, including backup systems, suitable for operations on the working deck?		2	
8.21.7	Is all cargo dredge spoil handling equipment in good order and fully operational?		2	
8.21.8	Does the vessel/unit have a crew competence/training matrix that addresses dredging operations?		2	
8.21.9	Does the vessel/unit have a competence matrix that addresses maintenance activities associated with the dredging handling equipment?		2	
8.21.10	Does the vessel/unit have on-board a copy of the Class Approved Cargo Operations Manual?		2	
8.21.11	Do the emergency procedures cover additional risks associated with the vessel's operations?		2	
8.21.12	For Trailing Suction Hopper dredgers is the stress and stability information included with the plan for current operations; have stability and stress calculations been performed for the current operation and do the dredging/ballast officers understand?		2	
8.21.13	Is there an inclinometer located near the dredging and/or ballast control panel?		2	
8.21.14	For Trailing Suction Hopper dredge are remote reading draft gauges operating correctly?		2	
8.21.15	Is there a system of verifying and recording the water injection rate (If applicable), discharge rate (i.e., Cutter suction dredg) or the quantity of dredge spoils in the hoppers at any given time?		2	
8.21.16	Is the dredging and/or ballast control position attended continuously when dredge operations are underway?		2	
8.21.17	Do Dredging (Spoil discharge or hopper) and/or ballast system valves fail to the closed position in the event of power failure?		2	
8.21.18	Can Dredging (Spoil discharge or hopper) and/or ballast system valves be operated in the event of power failure?		2	

8.21.19	Is there a process for ensuring sea chest and any overboard valves are regularly inspected and kept free of leaks and debris?		2	
8.21.20	Is there a means in place to track dredge equipment effectively when deployed?		2	
8.21.21	Are remote shut downs of dredge pumps included in the Vessel PMS and are they operating correctly?		2	
8.21.22	Is the primary means for deploying the dredge equipment/drag head to the sea bed in good working order?		2	
8.21.23	If applicable are all permits and licences onboard in order for the dredger to carry-out operations (i.e. spoils transport etc.)?		2	
8.21.24	Is there a documented process for updating software packages that are integrated into the dredging system?		2	
8.21.25	If applicable, is the vessels fluidization of spoils equipment fully operational and in good order?		2	
8.21.26	Are there documented procedures and general safety arrangements in place for personnel during dredging operations?		2	
8.21.27	Is there a policy/procedure in place for pump room access?		2	
8.21.28	Are effective procedures in place addressing the safety of High Pressure operations?		2	
8.21.29	If applicable, are watertight securing arrangements fitted for the hoppers?		2	
8.21.30	If applicable, are suitable measures in place on board the vessel to mitigate the overflow of hoppers?		2	
8.21.31	In the event of main lifting gear failure does the vessel/unit carry spare lifting gear to recover the dredge equipment and return it to service?		2	
	Section 8.21 subtotal credit score		**62**	

Remarks:

8.22	**Freighter**			
8.22.1	Are the hatches and all associated equipment are included within the vessels PM system?		2	
8.22.2	Is regular hydrostatic leak testing carried out and are records available and in good order. Check the last records?		2	
8.22.3	Is the vessel part of the “fitness for cargo programme”?		2	
8.22.4	Are the hatch covers and securing arrangements fully functional and proven to be operational without any defects?		2	
8.22.5	Are the sea fastenings being used on board as per those in the cargo documentation?		2	
8.22.6	Are the (Lifting equipment) certificate files correct and show that only approved lashings are being used?		2	
8.22.7	Are all temporary sea fastenings and lashings in good physical condition?		2	
8.22.8	Are permanent fastenings such as those fitted onto the ship, pad eyes, etc.; subject to load testing on a regular basis?		2	
8.22.9	Have the crew been trained in the correct use and fitting of the type of lashings found on-board?		2	
8.22.10	Have all sea fastening welds been subject to NDT and welds completed by an approved welder?		2	

8.22.11	Do the positions of all fastenings comply with the requirements in the Sea fastening plan?		2	
8.22.12	Are there procedures for inspecting lashings on a regular basis and are they being followed?		2	
8.22.13	Has the deck area been marked to identify areas where cargo must not be loaded?		2	
8.22.14	If fitted, are the cargo hold bilge pumping out arrangements fully functional?		2	
8.22.15	If fitted, are non-return valves associated with the cargo hold bilge pumping system fully functional?		2	
8.22.16	Are records available for the regular sounding of cargo hold bilges and void spaces?		2	
8.22.17	If fitted, is the water ingress detection system fully operational?		2	
8.22.18	If fitted, is the hold firefighting system and associated piping fully operational and maintenance records available on board?		2	
8.22.19	Is the condition of hold bulkheads and framing in a good condition?		2	
8.22.20	If fitted with cargo deck cranes are deflection records for slewing bearing available on board and are they within manufacturer limits?		2	
8.22.21	Are there procedures for isolating cargo hold bilge systems from engine room bilge systems and vessel ballast systems?		2	
8.22.22	Are there procedures in place for emergency pumping out of hold bilges in an emergency?		5	
	Section 8.22 subtotal credit score		**47**	
Remarks:				
8.23	**Ship Assist Escort Tug**			
8.23.1	Does the vessel Operator have an adequate replacement policy with valid certificates for the towing line(s) in use?		2	
8.23.2	If using HMPE, is the contact surface for the HMPE tow line clean and sufficiently smooth to avoid damage to tow line?		2	
8.23.3	Is the vessel's fendering in good condition and suitable for ship assist work?		2	
8.23.4	Does the Operator have good visibility of the work area from the vessel's control station?		2	
8.23.5	If there are visibility limitations caused by physical vessel design, are there risk mitigations employed to address them such as radios and talk back devices and are they in good working order?		2	
8.23.6	Does the operator have a procedure in place covering the use of recessed bitts?		2	
8.23.7	If the vessel has a STAPLE, is the SWL for the staple and the angles of operability known to the vessel master and deck officers?		2	
8.23.8	Are the calculated indirect towing forces available to the Master and deck officers?		2	
8.23.9	If fitted are the tension monitors calibrated and in good working order?		2	

8.23.10	Is there a document readily available that clearly states vessel stability criteria and limitations and is there evidence to suggest master is familiar with the document?		2	
8.23.11	Are the vessel's winch(s) in good working order? List the type, bollard pull and any outstanding deficiencies.		2	
8.23.12	Is the ship assist winch fitted with an emergency release system and is it regularly tested?		2	
	Section 8.23 subtotal credit score		**24**	

Remarks:

9.	**Mooring**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
9.1	**Mooring**			
9.1.1	Are certificates available for all mooring ropes, wires, chains, shackles, etc.?		2	
9.1.2	Are there records of the inspection and maintenance of mooring ropes, wires and equipment?		2	
9.1.3	Are there sufficient marine crew to conduct safe mooring operations?		2	
9.1.4	Is there a means of communication (primary and backup) to support mooring operations?		2	
9.2	**Mooring procedures.**			
9.2.1	Are alongside (Jetty/Dock) mooring procedures available?		2	
9.2.2	Are mooring lines secured to bitts turned up correctly?		2	
9.2.3	Are all powered mooring lines correctly reeled on drums?		2	
9.2.4	If fitted are all powered mooring lines secured on brakes and are the winches out of gear?		2	
9.2.5	Are all mooring lines stowed neatly to minimize tripping hazards and are mooring areas clear and unobstructed?		2	
9.2.6	If the vessel/unit is equipped with fenders for mooring alongside, are they in good condition and properly secured?		2	
9.2.7	Is there a maintenance system for the mooring equipment on board?		5	
9.3	**Equipment**			
9.3.1	If fitted are all mooring winches in good order?		2	
9.3.2	Are mooring wires and ropes in good order?		2	
9.3.3	If fitted are pedestal fairleads, roller fairleads and other rollers well-greased and free to turn and are bitts and chocks free of grooving?		2	
9.3.4	Are sufficient closed fairleads available for 'ship-to-ship' mooring?		2	

9.3.5	Are appropriate stoppers available and in good condition?		2	
9.4	**Anchoring equipment**			
9.4.1	Are windlasses, anchors, locking bars and cables in a good order condition and operating effectively?		2	
9.4.2	If fitted, are chain locker doors securely battened down?		2	
9.4.3	If fitted, are spurling pipes normally secured to prevent water ingress?		2	
9.5	**Spread mooring**			
9.5.1	Does the vessel/unit have procedures for spread mooring with anchors?		2	
9.5.2	Has an FME(C) A been carried out on spread moored systems?		2	
9.5.3	Is certification available for mooring chains, wires and ancillaries for each leg?		2	
9.5.4	Is there a system for monitoring and recording of mooring line tension and lineout/scope of spread moored systems and are records maintained?		2	
9.5.5	Is there a system for maintenance and calibration of lineout, scope and tension meters and are records maintained?		2	
9.5.6	Are the controls for local and, if applicable, remote winch/windlass operation in good order?		2	
9.5.7	Are the emergency stops, if fitted, for winches/windlasses routinely tested and records maintained?		2	
	Section 9 subtotal credit score		**55**	

Remarks:

10.	**Communications**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
10.1	**General**			
10.1.1	Are instructions for operating the digital selective calling and satellite communications equipment in an emergency clearly displayed?		2	
10.1.2	Are the vessel/unit's call sign and Inmarsat ship station identity clearly marked on the radio installation?		2	
10.1.3	Can officers demonstrate a satisfactory understanding of how to operate communications equipment in an emergency?		5	
10.1.4	Is a continuous listening watch maintained on VHF channel 16?		2	
10.1.5	Are officers aware of the requirements for position updating on two-way communications equipment?		2	
10.1.6	Has the AIS been programmed with up-to-date voyage information?		2	
10.1.7	Are GMDSS requirements met with regard to qualified radio operator personnel, watch keeping, and designation for		5	

	distress communications?			
10.1.8	Are periodical tests of communications equipment carried out and recorded as required?		5	
10.1.9	Is the Radio Log being maintained correctly?		2	
10.1.10	If applicable, are radio emergency batteries in a satisfactory fully charged condition and the battery log completed up to date?		2	
10.1.11	Are arrangements in place to ensure the availability of the radio equipment?		2	
10.2	**Equipment**			
10.2.1	Is the communications equipment in good order?		2	
10.2.2	Is the satellite EPIRB fitted, armed and labelled correctly and inspected in accordance with the manufacturer's requirements?		5	
10.2.3	Is the vessel/unit equipped with sufficient portable radios for use on deck?		2	
10.2.4	Are there documented procedures for the use of communications equipment within 500 m/ safety zones?		2	
	Section 10 subtotal credit score		**42**	

Remarks:

11.	**Propulsion, power generation and machinery**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
11.1	**Policies, procedures and documentation**			
11.1.1	Is the vessel/unit provided with operator's instructions and documented procedures?		5	
11.1.2	Are the duties of the watch-standing officers and ratings clearly defined?		2	
11.1.3	Is the engine logbook fully maintained?		2	
11.1.4	If the machinery space is certified for unmanned operation, is it being operated in that mode?		2	
11.1.5	If the machinery space is being operated manned, are there sufficient engineers on board?		2	
11.1.6	If the chief engineer has written his own standing orders, have the watch engineers countersigned them as read and understood?		2	
11.1.7	Are there procedures to prevent uncontrolled entry into the engine compartment and machinery spaces?		2	
11.1.8	Are there documented procedures to restart critical equipment?		5	
11.1.9	Are engineers familiar with restart procedures of Critical Equipment and are records available of exercises and drills?		5	

11.1.10	Does the operator subscribe to a fuel, lubricating and hydraulic oil testing programme, and is there a procedure in place to take into account the results?		2	
11.1.11	Is there evidence that bunker transfer is done as per operator's procedures and best industry practices?		2	
11.1.12	Is the dead man alarm system, where fitted, in good order and used as required?		2	
11.2	**Policies, procedures, and documentation (barges)**			
11.2.1	If the machinery space is certified for unmanned operation, is it being operated in that mode?		2	
11.2.2	In the case of UMS vessels, are machinery alarms and engineer's alarm systems regularly tested with results recorded?		2	
11.2.3	Is the dead man alarm system, where fitted, in good order and used as required?		2	
11.2.4	Has the chief engineer written his own standing orders and are night orders being completed?		5	
11.2.5	Have the watch engineers countersigned the chief engineer's standing and night orders as read and understood?		2	
11.2.6	Are there procedures to prevent uncontrolled entry into the engine room?		2	
11.2.7	Are there procedures to restart critical equipment?		5	
11.2.8	Are engineers familiar with restart procedures and are records available of exercises and drills?		5	
11.2.9	Does the operator subscribe to a fuel, lubricating and hydraulic oil testing programme, and is there a procedure in place to take into account the results?		2	
11.2.10	Is there evidence that bunker transfer is done as per operator's procedures and best industry practices?		2	
11.3	**Planned maintenance**			
11.3.1	Is a planned maintenance system in place, being followed and is it up to date?		2	
11.3.2	Are items of critical equipment identified in the planned maintenance system?		5	
11.3.3	Is an accurate and up to date inventory of spare parts being maintained?		2	
11.4	**Safety management**			
11.4.1	Is an engineer's call alarm fitted and is it in good order and tested regularly and the results recorded?		2	
11.4.2	Are emergency escape routes clearly marked, unobstructed and lit?		5	
11.4.3	Is the level of lighting in all areas of the machinery spaces satisfactory and are the lights covered?		2	
11.4.4	Are vessel/unit's engine/boiler exhausts fitted with spark arresters for safe operation?		2	
11.4.5	Do records indicate the regular testing of emergency equipment?		2	
11.4.6	Are machinery emergency stops and shut offs clearly marked and do records indicate that they have been regularly tested?		2	
11.4.7	Are diesel engine high and low pressure fuel delivery pipes jacketed or screened?		2	

11.4.8	Are diesel engine exhausts and other hot surfaces in the vicinity of fuel, diesel, lubricating and hydraulic oil pipes protected against spray?		2	
11.4.9	Are hot surfaces, particularly diesel engines, free of any evidence of fuel, diesel and lubricating oil?		2	
11.4.10	Are fuel and lubricating oil handling areas, including purifier rooms, if applicable, ventilated and clean?		2	
11.4.11	Are main engine bearing temperature monitors, or the crankcase oil mist detector, in good order?		2	
11.4.12	Where hydraulic aggregate pumps (hydraulic power units -HP/Hydraulic Power Packs-HPP) are located within the main engine compartment, is an oil mist detector fitted?		2	
11.4.13	Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray?		2	
11.4.14	Is deck insulation provided to the front and rear of medium power (i.e. 220V to 1000V) electrical switchboards and is it in a satisfactory condition?		2	
11.4.15	If fitted, are gauge glass closing devices on oil tanks of a self-closing, fail-safe type and not inhibited?		2	
11.4.16	If fitted, are self-closing sounding devices to double bottom tanks in good order, closed and capped?		2	
11.4.17	Are all items of moving machinery which may present a hazard provided with guards?		2	
11.4.18	Are workshop machine tools in a safe condition and is eye protection available?		2	
11.4.19	Is all loose gear in the machinery spaces, stores and steering compartment properly secured?		2	
11.4.20	Are chemicals properly stowed and are Material Safety Data Sheets available?		2	
11.4.21	Are machinery spaces and steering compartments (where applicable) clean and free from obvious leaks and is the overall standard of housekeeping and lagging maintenance satisfactory?		2	
11.4.22	Are bilge systems operational and bilges free of oil, rubbish, and sediment?		5	
11.4.23	Are bilge high level alarm systems regularly tested and are records maintained?		2	
11.4.24	Are seawater pumps, sea chests and associated pipework in a satisfactory condition and free of hard rust and temporary repairs, particularly outboard of the ship-side valves?		2	
11.4.25	Are valves and pipework marked or colour coded?		2	
11.5	**Machinery status**			
11.5.1	Are all items of main, auxiliary, and emergency plant in good order and reported to be fully operational?		5	
11.5.2	If applicable is the Engine Room local Engine control station in good order and are engineers familiar with the procedure for taking control from the bridge in an emergency?		2	
11.5.3	Are concise starting instructions for the emergency generator, where fitted, clearly displayed?		2	
11.5.4	Where applicable, is the emergency generator fuel tank provided with sufficient fuel?		2	

11.5.5	Where an emergency generator is not fitted, are engine room emergency batteries in good order and fully charged?		2	
11.5.6	Is all electrical equipment including junction boxes and cable runs in good order?		2	
11.5.7	Are switchboards free of significant earth faults?		2	
11.5.8	Are emergency electrical power supplies fully operational?		2	
11.6	**Emergency steering**			
11.6.1	If applicable is the steering gear/steering compartment(s) free from defects?		2	
11.6.2	If applicable has the emergency steering arrangement been tested within the past three months and are the results recorded?		2	
11.6.3	If applicable are emergency steering changeover procedures clearly displayed locally and in the wheelhouse?		2	
11.6.4	If applicable are officers familiar with the operation of the steering arrangement in the emergency mode?		5	
11.6.5	If applicable, is the steering gear emergency reserve tank fully charged?		2	
11.6.6	If applicable are the arrangements for the provision of heading information adequate?		2	
11.6.7	If applicable are communication arrangements with the bridge satisfactory?		2	
11.6.8	If applicable is there a means for indicating the rudder angle or thruster direction at the emergency steering position?		2	
11.6.9	If applicable is access to the emergency steering controls unobstructed?		2	
11.6.10	If applicable in steering compartments, are suitable handrails, gratings or other non-slip surfaces provided?		2	
	Section 11 subtotal credit score		**169**	

Remarks:

12.	**General appearance and condition**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
12.1	**Hull, superstructure, and external weather decks**			
12.1.1	Is the general condition, visual appearance, and cleanliness of the hull satisfactory?		5	
12.1.2	Are hull markings clearly indicated and correctly placed?		2	
12.1.3	Is the general condition, visual appearance, and cleanliness of the external decks satisfactory including nonslip surfaces in working areas and access routes?		2	
12.1.4	Does the structure include arrangements designed to minimize hazards associated with falls from heights?		2	
12.1.5	Is the general condition of service pipework satisfactory and is it free from significant corrosion and pitting and soft patches or other temporary repairs?		5	

12.1.6	Are all deck openings, including watertight doors and portholes, in a satisfactory condition and capable of being properly secured?		2	
12.1.7	Are there documented procedures for the operation of powered watertight doors which require doors to be left in the normally closed position?		2	
12.1.8	Are all watertight doors included in the planned maintenance system?		2	
12.1.9	If fitted are all watertight door position indicators operating correctly?		2	
12.1.10	Are all cable transits and bulkhead penetrations correctly assembled?		2	
12.1.11	Is a programme in place that covers the periodic inspection of all tanks, void spaces, chain lockers and cofferdams, and their coatings?		2	
12.1.12	Are fuel, ballast and other space vents and air pipes in a satisfactory condition, marked to indicate the spaces they serve and does visual evidence indicate regular maintenance?		5	
12.1.13	Is the general condition, visual appearance, and cleanliness of the superstructure satisfactory?		5	
12.2	**Electrical equipment**			
12.2.1	Is deck lighting adequate?		2	
12.2.2	Is the general condition of electrical equipment, including light fittings, conduits, and wiring, satisfactory?		2	
12.3	**Internal spaces**			
12.3.1	Are internal spaces and storerooms clean and tidy?		2	
12.3.2	Are the forecastle space, rope stores and after stores free of water?		2	
12.4	**Accommodation Areas**			
12.4.1	Is the accommodation clean and tidy?		2	
12.4.2	Are alleyways free of obstructions and exits clearly marked?		2	
12.4.3	Are public spaces, including smoke rooms, mess rooms, sanitary areas, food storerooms, food handling spaces, refrigerated spaces, galleys, and pantries clean, tidy and in a hygienically satisfactory condition?		2	
12.4.4	Are laundries and drying rooms free of accumulations of flammable materials that could constitute a fire hazard?		2	
12.4.5	Is the level of accommodation lighting satisfactory?		2	
12.4.6	Is the condition of electrical equipment in the accommodation satisfactory?		2	
12.4.7	Are personnel alarms in refrigerated spaces in good order and regularly tested?		2	
12.4.8	Do the food storage areas appear to be kept in good order?		2	
12.4.9	Are food handlers wearing correct clothing?		2	

12.4.10	Are fridge, freezer and dry store areas being maintained at suitable temperature?		2	
12.4.11	Are tests undertaken of the potable water system and is regular maintenance carried out and recorded for both domestic and supplied potable water?		2	
	Section 12 subtotal credit score		**68**	

Remarks:

13.	**Ice operations**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
13.1	**General**			
13.1.1	Is the vessel classed/certified for Ice operations or have a valid winterisation certificate?		2	
13.1.2	Are procedures available for operations in ice?		2	
13.1.3	Does the vessel/unit's stability booklet take into consideration the effects of ice accretion?		2	
13.1.4	If applicable, are ICE Class draft marks clearly marked and understood and is there evidence of compliance?		2	
13.2	**Winterisation**			
13.2.1	Is the vessel/unit provided with anti-icing and de-icing equipment and/or heat tracing and are these systems in good order?		2	
13.2.2	Is all mooring and anchoring equipment protected?		2	
13.2.3	Is ancillary deck machinery, including cranes, protected?		2	
13.2.4	Are all fluid systems (e.g. firemain, fresh water lines) that are prone to freezing capable of being fully drained?		2	
13.2.5	Are there supplies of salt/sand on board to spread on walkways/gangways?		2	
13.3	**HSE and safety equipment**			
13.3.1	Are adequate supplies of protective clothing and thermal insulating materials provided for all persons on board?		2	
13.3.2	Are appropriate immersion suits provided for all personnel on board?		2	
13.3.3	Are all means of escape from the accommodation or interior working spaces free from being rendered inoperable by ice accretion or by malfunction due to low external ambient air temperatures?		2	
13.3.4	Are all escape routes built to dimensions to allow for persons wearing suitable protective clothing to pass unhindered?		2	
13.3.5	Is the temperature rating of the life rafts consistent with the minimum temperature the vessel/unit is capable of operating in?		2	

13.3.6	Are the lifeboats and quick release gear suitable for the extremes of temperature that the vessel/unit is capable of operating in?		5	
13.3.7	Are survival craft engines equipped with means to ensure the engines start readily when required at the minimum anticipated operating temperature and have fuel suitable for use at the anticipated operating temperature?		2	
13.3.8	Are fire extinguishing systems designed and located so that they are not made inaccessible or inoperable by ice or snow accumulation or low temperature?		2	
13.3.9	Are fire hydrants and isolating valves for the fire mains accessible and, if exposed to the weather, protected from freezing spray and icing?		2	
13.3.10	Are the closing apparatus for ventilation inlets and outlets designed and located to protect from ice or snow accumulation that could interfere with the effective closure of such systems?		2	
13.4	**Crew experience**			
13.4.1	Do documented procedures require the crew to receive familiarization training prior to operations in severe sub-zero temperatures?		2	
13.4.2	Are ice operating and training manuals available onboard including documented procedures in place detailing operations with ice breakers?		2	
13.4.3	Does the vessel have a minimum of at least one Ice Navigator?		2	
13.5	**Bridge equipment**			
13.5.1	Does the vessel have sufficient heated wheelhouse windows?		2	
13.5.2	Are the bridge windows fitted with sun screens or protection from the glare of the sun?		2	
13.5.3	Are bridge wings enclosed or protected to facilitate watchkeeping and conning?		2	
13.5.4	Does the vessel have searchlights that are suitable for operation in ice and snow?		2	
13.5.5	Does the vessel have an operational ice radar?		2	
13.5.6	Does the vessel have equipment for receiving ice data?		2	
13.6	**Hull, machinery, and engine room**			
13.6.1	Are there alternative sea chests designed for use under differing drafts or operations in ice?		2	
13.6.2	Are all sea chests provided with steam heating and back flushing to deal with blockages/ice slurry?		2	
13.6.3	Is there a backup heating system or protective measures in all areas that contain essential equipment or systems required for the safe operation of the vessel?		2	
13.6.4	Are the emergency batteries for communications equipment and those stored in deck boxes properly stored, secured, and protected from freezing conditions?		2	

13.6.5	Does the vessel/unit have a means of preventing ballast, potable water, and drill fluids from freezing?		2	
13.6.6	Can vessel ensure bunkers are kept at a suitable temperature at all times?		2	
13.6.7	Do engineering documented procedures clearly define the diesel oil specification for use in subzero environment?		2	
13.6.8	Are main machinery air intakes protected from clogging by snow/ice?		2	
13.6.9	Are means provided to ensure that combustion air for internal combustion engines driving essential machinery is maintained at a temperature in compliance with the criteria provided by the engine manufacturer?		2	
13.7	**Polar Code**			
13.7.1	Does the Vessel have a valid Polar Ship Certificate?		2	
13.7.2	Is a Polar Water Operational Manual available? If so, state who has approved it on behalf of the Flag State.		2	
13.7.3	Check that Stability book addresses the following *The following ice allowances should be taken into account in the stability calculations:* ➢ *30kg/m2 on exposed weather decks and gangways* ➢ *7.5kg/m2 for the projected lateral area of each side of the ship above the waterplane* ➢ *The projected lateral area of discontinuous surfaces of rail, sundry booms, spars and rigging shall be computed by increasing the total projected area of continuous surfaces by 5% and the static moments of this area by 10%.* ➢ *Ships of Cat A and B constructed on or after 1/1/17 shall be able to withstand flooding resulting from hull penetration due to ice impact. The residual stability following ice damage shall be such that the factor Si is equal to one. Damage assumed when demonstrating compliance shall be such that:* ➢ *longitudinal extent is 4.5% of upper ice waterline length if centred forward and of the maximum breadth on the upper ice waterline, and 1.5% of upper ice waterline length otherwise Transverse penetration damage is 760mm* ➢ *Vertical extent is the lesser of 20% of the upper ice waterline draft or the longitudinal extent, and shall be assumed at any vertical position between the keel and 120% of the upper ice waterline draft.*		10	
13.7.4	Are resources provided to support survival following abandoning of the ship, whether to ice or land, for the maximum expected time of rescue in the form of Personal Survival Kits (PSK) and Group Survival Kits (GSK)?		2	
13.7.5	Do the vessel navigation officers have training in operating in Polar Waters?		2	
13.7.6	Is adequate means of navigation provided for high latitudes?		2	
13.7.7	Are adequate means of communication provided?		2	

13.7.8	Does the vessel comply with Polar Code restrictions on the discharges of garbage and sewage in Polar Waters?		2	
	Section 13 subtotal credit score		**101**	

Remarks:

14.	**Helicopter operations**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
14.1	**General**			
14.1.1	Is there documentary evidence to confirm that the helideck meets the requirements of CAP437?		2	
14.1.2	Is the helideck available for use at all times?		2	
14.1.3	If the vessel/unit has re-fuelling facilities, are they certified?		2	
14.1.4	Are appropriate publications for helicopter operations available on board?		2	
14.2	**Operational procedures**			
14.2.1	Do on-board marine operations procedures address helicopter operations?		2	
14.2.2	Do helideck crew have appropriate PPE?		2	
14.2.3	Are documented procedures in place for checking helideck, net tension, and inspecting helideck for debris prior to aircraft arriving?		2	
14.2.4	Are documented procedures in place for controlling passenger access/egress at helideck?		2	
14.3	**Crew training**			
14.3.1	Are formally qualified Helicopter Landing Officers (HLOs) available on board as required?		2	
14.3.2	Are formally qualified Helideck Assistants (HDAs) available on board as required?		2	
14.3.3	Are all heli-ops radio users trained and appropriately certificated?		2	
14.3.4	Is pitch, roll, heave, and weather data collated by trained and experienced personnel?		2	
14.4	**Emergency response**			
14.4.1	Is the vessel/unit equipped with dedicated airband transceivers?		2	
14.4.2	Does the vessel/unit have dedicated flight following/watch personnel & procedures?		2	
14.4.3	Is the vessel/unit fitted with appropriate navigation beacons?		2	
14.4.4	Is the helideck firefighting and emergency equipment in good order and available for immediate use?		2	

14.5	**Passenger/cargo management**			
14.5.1	Is there a formal documented procedure for briefing passengers?		2	
14.5.2	During muster trials, are there records to indicate that the vessel ensures that access/egress to the Helideck/muster station/reception area is not excessively compromised?		2	
14.5.3	Are baggage scales formally calibrated and fully operational?		2	
14.5.4	Is there evidence that the vessels Control of passengers ensures off signers are all loaded out and on-signers need to be checked in and briefed?		2	
14.5.5	Is there a secure area for handling/storing checked freight/baggage?		2	
14.5.6	Are all helideck lights functioning?		2	
14.5.7	Are wind sock(s) provided?		2	
	Section 14 subtotal credit score		**46**	

Remarks:

15.	**DP operations**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
15.1	**General**			
15.1.1	Does the vessel have on board a copy of the most recent FMEA?		2	
15.1.2	Are the FMEA study and FMEA proving trials reports less than 5 years old?		2	
15.1.3	If the DP system is not classed, has the FMEA been assessed against IMO MSC. Circ 645?		2	
15.1.4	Is there a process for continuous review and update of the FMEA Report and FMEA Proving Trials Program?		2	
15.1.5	Has the FMEA Report and FMEA Proving Trials Program been updated within the last 5 years?		2	
15.1.6	If modifications have been undertaken, has the FME©A been up-dated and the modifications proven by testing?		2	
15.1.7	Are the latest revisions of the FMEA Report and FMEA Proving Trials Program approved by class?		2	
15.1.8	Is a record of FMEA proving trials available on board?		2	
15.1.9	Have the recommendations (if any) from the proving trials been addressed?		2	
15.1.10	Does the vessel have on board a copy of the most recent annual DP trial report?		2	
15.1.11	Are the annual DP trials scheduled within a year +/- 3 months of the anniversary date?		2	
15.1.12	Have recommendations from the annual DP trial report been addressed and closed out as required?		2	

15.1.13	Have all personnel involved in DP operations read and understood the FME(C) A?		2	
15.1.14	Do the failure modes meet IMO MSC Circ.645‘with 'fail as set, or fail to’ zero' and are DPO's aware of failure modes?		2	
15.1.15	Is there onboard a DP simulator available for DPO offline training and is there a development programme in place?		2	
15.1.16	Is there a DP software control policy and procedure in place on the vessel?		2	
15.1.17	Do the vessel procedures require a minimum of two DP operators to be on duty during DP operations?		2	
15.2	**Operations**			
15.2.1	In the last 12 months has the vessel operated without experiencing any loss of position incidents?		12	
15.2.2	In the last 12 months has the vessel operated without any events resulting in a reduction of DP capability?		5	
15.2.3	Does the vessel use the IMCA Incident reporting system?		2	
15.2.4	Does the vessel carry out risk assessments for specific operations?		2	
15.2.5	Are Manual thruster control levers and emergency stops located within easy reach of the DPO?		2	
15.2.6	Can the health of the position reference systems be monitored by the DPO, independently of the DP control station?		2	
15.2.7	Does the vessel have a vessel specific DP operating manual on board?		2	
15.2.8	Do the operating procedures address the use and not use the Dynamic Positioning system?		2	
15.2.9	Have all personnel involved in DP operations read the DP Operations manual?		2	
15.2.10	Are checklists in place to cover bridge, engine room and electrical systems operation e.g. 500 m safety zone/Field arrival/pre departure (DP set-up), DPO and engine room periodical changeovers?		2	
15.2.11	Are DP footprints regularly recorded and compared against previous footprints and the DP Capability Plots?		2	
15.2.12	Depending on vessel activity and if required, are Activity Specific Operating Guidelines (ASOG) or Well Specific Operations Guidelines (WSOG) or Field Specific Operations Guidelines (FSOG) in place and utilized?		2	
15.2.13	Is the DP control console located so that the DPO can also observe the controls, the external environment, and the working operations of the vessel/unit?		2	
15.2.14	Is a defined contingency matrix in place to cover weather limits and the cessation of operations?		2	
15.2.15	Is the DP alert triggering system in immediate reach of the DPO at console?		2	
15.2.16	Is there a specific hand free talk back emergency communication mean available between the DP console and strategic locations (Engine Control Room, Drill Floor)?		5	
15.3	**Equipment**			
15.3.1	Is the Dynamic Positioning control systems in good order?		2	
15.3.2	Are all position reference systems in good order?		2	

15.3.3	Are the position reference systems provided with a schematic for power supply, external inputs/outputs and wiring diagrams and antennae placement?		2	
15.3.4	Are the positions of antenna, or position reference systems origins, and their offset from the vessel centre of rotation maintained in a single file?		2	
15.3.5	Does each thruster have an independent emergency stop that is well protected against inadvertent operation?		2	
15.3.6	If fitted are the emergency stops alarmed against hidden failure?		2	
15.3.7	Does the vessel have a data recorder that records all DP parameters including operator keystrokes?		2	
15.3.8	Is there a procedure and evidence of the regular checking of the secure power supply systems (UPS Battery systems)?		2	
15.3.9	If vessel/unit is DP class 2 or 3, does the DP system have a continuous analysis function checking that in terms of thruster and power can maintain position after the worst case failure (consequence analysis function)?		2	
15.3.10	Is the DP control system fitted with additional drift off calculation function or on screen real time DP capability envelopes?		2	
15.3.11	Is the bus bar configuration in accordance with the FMEA?		2	
15.3.12	Are generators operational management procedures available and are DPOs and engineers familiar with them?		2	
15.3.13	Is the DP control system included within the Planned Maintenance System?		2	
15.3.14	Are relative and/or absolute position references considered and defined for operations?		2	
15.3.15	Are consequence analysis alarms used as input to the contingency matrix?		2	
15.4	**Competence**			
15.4.1	Are the vessels crew suitably qualified for DP Operations?		2	
15.4.2	Is there an Engineer and or Electronic Technician on-board with approved training on the DP system?		2	
	Section 15 subtotal credit score		**116**	
Remarks:				

16.	**Jack Up Operations**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
16.1	**Leg and Jacking system integrity**			
16.1.1	Do vessel procedures recognize leg strength/integrity and integrity as Safety Critical Elements/Safety Critical Equipment?		2	
16.1.2	Does the vessel maintenance system address the self-elevating system in its entirety?		2	

16.1.3	Is there evidence of routine inspection of legs by vessel staff, 3rd party Agencies and Class and has the report been endorsed by class?		2	
16.1.4	Is there evidence of routine inspection of Jacking Houses by vessel staff, 3rd party Agencies and Class?		2	
16.1.5	Is there evidence of routine internal inspection of spud cans by vessel staff, 3rd party agencies and Class?		2	
16.1.6	Are the legs free of evidence of damage/wear/repairs?		2	
16.1.7	Are jacking motor insulation resistance readings recorded?		2	
16.1.8	Are jacking motor gearboxes subject to regular inspection and maintenance?		2	
16.1.9	If fitted, are rack chock systems free of defects?		2	
16.1.10	Is there a gearbox change-out policy?		2	
16.1.11	Is lubrication of jacking systems and inspection part of periodical Routine Maintenance?		5	
16.1.12	Are jacking system spare parts considered critical spares, identified as such and stock levels being maintained on-board?		2	
16.1.13	Is there evidence that Rack Phase Values (RPV) measurements are made as part of jacking operations?		2	
16.1.14	Is the Rack Phase Difference (RPD) value monitored as part of jacking operations? Is the maximum allowed RPD clearly documented and complied with?		2	
16.2	**Preloading pumps and systems**			
16.2.1	Is the vessel equipped with dedicated pumps for ballasting/ preloading?		2	
16.2.2	Is the capacity of the preload pumps documented?		2	
16.2.3	Are the preload pumps and dump valves identified as Safety Critical Elements/Equipment?		2	
16.2.4	Are there procedures detailing the maintenance of the Preload dump valves?		2	
16.3	**Jetting Systems pumps and piping**			
16.3.1	Is there a procedure for jetting operations which defines maximum allowable over pull and inclination during leg extraction?		2	
16.3.2	Are Jetting systems documented and plans available?		2	
16.3.3	Is there evidence of recent use of the jetting system?		2	
16.3.4	Are there procedures in place for the safe handling and connection of jetting hoses?		2	
16.3.5	Is the jetting system capable of being fed from other sources e.g. mud pumps, fire pumps etc.?		2	
16.3.6	Is the maximum working pressure of the Jetting system known and documented and is the system fitted with a pressure relief valve?		2	
	Section 16 subtotal credit score		**51**	

Remarks:			
NOTE: COLUMN 2- MAXIMUM CREDIT POINT TO BE ALLOTED; COLUMN 3- TOTAL CREDIT POINT SCORED IN SECTION 1 TO 16.	(COLUMN 1)	(COLUMN 2 …….	(COLUMN 3) …….

17.0	**Miscellaneous**	**Y/N/NA**	**Negative Credit points for each item**	**Credit points scored**
17.1	Has there been any case of abandonment of Seafarers / Non-payment of wages case **If yes – negative 100 credit points**		-100	…..
17.2	Has there been detention of vessel under PSC / FSI in last one year **If yes – negative 100 credit points** **In case of second detention under PSC / FSI in last one year – negative 150 credit points**		-100/ -150	…..
17.3	Has the company DOC been suspended in the last one year Has the company been issued with show cause notice by GOI in last one year. Has the vessel been with an unknown DOC / without any DOC in last one year - Provide DOC information **If any of the above points is Yes – negative 100 credit points**		-100	…..
17.4	Was the vessel involved with any casualty / serious incidents/ accidents **If yes – negative 100 credit points**		-100	…..
17.5	Are there any seafarer complaints registered against the company / Managers and any show cause notice issued by GOI. Are there any seafarer complaints registered against RPS company utilized by the shipowner / Manager. **If any of the above points is Yes – negative 100 credit points**		-100	…..
17.6	Was Major Non-conformity / Major deficiency ever issued to Company / vessel while in operation under present Managers in last one year **If yes – negative 100 credit points**		-100	…..
17.7	FSI not carried out as per MS Notice 04 of 2017 If yes – negative 75 credit points		-75	

17.8	Frequent change of management of the vessel. (2 or more change of management in 1 year) If yes – negative 75 credit points		-75	
	TOTAL NEGATIVE SCORE(C)			.....

Section 18: Additional//Voluntarily Measures taken by Vessel

SR.No.	DESCRIPTION	MAX. CREDIT POINT	YES/NO	CREDIT POINT SCORED
1.	Vessel is voluntarily complying with International Ballast Water Management Convention	**20**		
2.	Vessel is voluntarily complying with Hongkong International Ship Recycling Convention	**20**		
3.	Vessel is voluntarily complying with ISM requirements (where application of ISM Code is not mandatory to the vessel)	**20**		
4.	Vessels of 5000 GT and above and achieved higher CII Ratings in the previous year. (CII Rating A-30 credit points / CII Rating B-20 credit points)	**30**		
5.	Vessel engines are meeting higher compliance with respect to NOx tier requirement	**20**		
6.	Vessel utilizing weather routing services	**10**		
7.	Vessel has implemented Biofouling Management System	**10**		
8.	Vessel manning is over and above as specified in SMD.	**10**		
9.	Vessel voluntarily provided with Sewage Treatment Plant (where STP is not a mandatory requirement for the vessel)	**20**		
10.	Surveys and audits/ inspections were carried out in time without any extension / postponements.	**20**		
11.	Vessel voluntarily provided with lifeboat (where lifeboat is not a mandatory requirement for the vessel).	**20**		
12.	Vessel is voluntarily complying with Noise Code under the provisions of regulation II-1/3-12 of the SOLAS Convention	**20**		
	TOTAL CREDIT SCORE	**220**		

Final Grading Calculation	
(A) Max. credit points (Sum of credit scores for each applicable section)	
(B) Total credit points scored (Based on inspection by surveyor)	
(C) Total Score for not applicable points (Sum of credit points for a particular check item/ requirement under any Section that is Not Applicable to the vessel)	
(D) Total negative score (Based on section 17)	
(E) Total credit scored **(B - D)**	
(F) Applicable Total credit to vessel **(A - C)**	
PERCENTAGE SCORED **(E / F)*100**	
GRADING BASED ON PERCENTAGE	
(G) Percentage Scored under section 18 - Additional//Voluntarily Measures taken by Vessel	
Notation given to vessel	
FINAL GRADING AFTER NOTATION	

Remarks:

_____

Authorized Signatory

Date: ……...

Place: ……..

Checklist for
AHTS and Tugs

Report No.:

Inspection Report in Accordance with DGS Order 06 of 2023
(AHT'S & Tugs involved in long tow)

Name of Ship: …….……. IMO No.: ….....

Official Number / Call sign : …… Port of Registry: …….……

Date……... Place of Inspection:……..

	NOTES:
1	Use "Y" for Yes/Satisfactory, "N" for Not Satisfactory, "NA" for Not Applicable.
2	Where any repairs or any deficiencies pending comments to be included in the remarks section.
3	Guidance on Credit Points – • Maximum credit point is mentioned against each requirements /check items. a. Where it indicates full compliance or an ideal situation or provides confidence of high performance, maximum credit points to be given. b. Where non-compliance is noted i.e. when a particular item is not satisfactory, no (zero) credit point is to be given. c. Where a non-compliance is noted and compliance is restored during inspection, credit points between highest and lowest credit points to be given based on explanation provided below. For example, where maximum credit point is mentioned as 02, for case 'a' 02 credit points is to be given, for case 'b', no credit point is to be given and for case 'c', where the compliance is restored 1 credit points to be given. Where maximum credit point is mentioned as 05, for case 'a' 05 credit points is to be given, for case 'b', no credit point is to be given and for case 'c', higher credit points (3 or 4) may be given based on restoration of full compliance while credit points 1 or 2 may be given where compliance is achieved by temporary measures e.g. issuance of a COC by class/deferment agreed with Flag Administration. • Where maximum credit point is not given to any item, justification for giving lower credit point is to be provided under Remarks for respective Section. • In case a particular check item/ requirement under any Section is Not Applicable to the vessel, no credit points are to be given for that item. • Where a particular Section is Not Applicable (for example various Operations in Section 8), no credit point is to be given for that Section. d. Where a vessel is found not in compliance with mandatory Convention /Code requirements that would normally be considered sufficient to detain a ship from proceeding to sea pending correction, inspection/checklist is to be completed. However, vessel is not to be graded & non-compliance is to be reported to the Owner/ managers for rectification of the same. Subsequently on restoration of compliance, the vessel is to be graded on the basis of completed checklist. Where a vessel sails out without rectifying the non-compliance, same is to be included in the report and Flag Administration is to be informed.

4 Grading to be done as follows.

S.No.	Percentage score of credit points	Grading	Remarks
01	95 % and above	A	Very Good
02	85 % to 94.9 %	B	Good
03	60 % to 84.9 %	C	Average
04	59.9 % and below	D	Below Average

5 Vessels voluntarily complying with certain Convention / Code requirements and taking additional measures which will add to safety of ship/ crew and protection of environment will be given additional credit points as per Section 17 - "Additional//Voluntarily Measures taken by Vessel".

Based on the credit points scored under Section 17, additional notation will be assigned to the vessels grade as follows:

S.No.	Percentage score of credit points	Notation
01	75 % and above	+++
02	50 % to 74.9 %	++
03	25 % to 49.9 %	+

For example:

Case 1: If a vessel is graded A and further scores 80% of credit point under Section 17, vessel's final grading will be A+++.

Case 2: If a vessel is graded A and further scores 60% of credit point under Section 17, vessel's final grading will be A++.

Case 3: If a vessel is graded A and further scores 40% of credit point under Section 17, vessel's final grading will be A+.

Example for grading:

Total credit points as per checklist:1027 + credit points for specific ship types

If AHT is to be graded then maximum credit points available to the ship = 1082 (1027+55).

Similarly for any other type of vessel, applicable credit score is to be added to total credit points.

Case 1: Diving ship scores total credit points of 1040.

The ships grading will be 'Grade A' (96%)
However, if the ship was detained under PSC/FSI, 100 credit points will be deducted and the ship will get **940** credit points and in this case the ships grading will be 'Grade B" (87%)

If the same ship was also involved in a casualty or serious accident, further 100 credit points will be deducted and the ship will get **840** credit points and in this case the ships grading will be 'Grade C" (78%)

Case 2: The ship scores total credit points of 950.

The ships grading will be 'Grade B' (88%)
However, if the ship was detained under PSC/FSI, 100 credit points will be deducted and the ship will get **850** credit points and in this case the ships grading will be 'Grade C" (79%)

Sr. No.	Item		Details
1.0	**GENERAL INFORMATION**		
1.1	Gross tonnage		
1.2	Date vessel/unit delivered		
1.3	Date of most recent major conversion, if applicable *(Provide brief details of most recent major conversion.)*		
1.4	Time the inspector boarded the vessel/unit		

1.5	Time the inspector departed the vessel/unit (*If the inspection took place over two or more days, in two or more sessions, or was carried out by more than one inspector, record the arrival and departure details in the chapter end Additional Comments.)*	
1.6	Time taken for Inspection	
1.7	Name of the inspector	
1.8	Name of the vessel/unit's operator. *(Note: An 'Operator' is defined as the company or entity which exercises day to day operational control of, and responsibility for, a vessel/unit and, where applicable, holds the Document of Compliance under which the vessel/unit is named. The registered owner of a vessel/unit may or may not be the operator.)*	
1.9	Date the current operator assumed responsibility for the vessel/unit	
Remarks:		

2.	**Certification and documentation**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
2.1	**Certification**			
2.1.1	Are all the Class statutory certificates or flag state equivalent listed in the guidance, where applicable, valid and have the annual and intermediate surveys been carried out within the required range dates?		2	
2.1.2	Name of Classification Society • *If the vessel has changed class within the past 6 months, record the previous classification society and the date of change as an observation. State if vessel is not classed.* • *Inspector shall record vessel classification history and if vessel was built under IACS Class.*		2	
2.1.3	Does the manning level meet or exceed that required by the Minimum Safe Manning Document? *(Record the Required manning and the Actual manning.)*		2	
2.2	**Safety management**			
2.2.1	Does the vessel/unit have a formal safety management system?		2	
2.2.2	Where appropriate, is there objective evidence that the safety management system complies with the requirements of the ISM Code?		5	
2.2.3	Does an operator's representative visit the vessel/unit at least twice annually?		2	
2.2.4	Is a recent operator's audit report available and is a close-out system in place for dealing with nonconformities?		2	

2.2.5	Does the Master review the safety management system and report to the operator on any deficiencies? *(The Master's review should be carried out as per SMS and documentary evidence should be available.)*		2	
2.3	**Class documentation and surveys**			
2.3.1	Date of departure from the last dry-dock or underwater inspection. *(State whether dry docking or underwater survey. In addition, if the last dry-docking/underwater survey was unscheduled, record the date and the reason.)*		2	
2.3.2	Is the vessel/unit free of conditions of class or recommendations, visas, memoranda, or notations? • *Record any conditions of class or significant recommendations, memoranda, or notations of any nature, including due dates as an Observation.* • *Where a condition of class has been postponed, the details including the condition, original date and the new date for completion should be recorded as an Observation.*		2	
2.4	**Publications**			
2.4.1	Are all publications, as applicable to the vessel/unit, available?		2	
	Section 2 subtotal credit score		**25**	

Remarks:

3.	**Crew and contractor management**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
3.1	**General**			
3.1.1	Are both crew and contractors required to comply with the vessel/unit's safety management systems in full? (*While on board the vessel/unit, all contract personnel should work within the vessel/unit's SMS and permit to work system. Verify if this requirement is included in the procedures/familiarization.)*		2	
3.1.2	Is there a process in place to ensure that any proposed bridging documents integrate effectively with the vessel/unit's safety management system? • *Check that the process provides guidance on addressing any conflicts between the vessel/unit's SMS and charterer's requirements.* • *Check also that there is a formal means of verification that the Senior Staff on board understand the contents of the bridging document.*		2	
3.1.3	Are both crew and contractors required to comply with the vessel/unit's drug and alcohol policy and testing regime? *(While on board the vessel/unit, all crew and contract personnel should comply with the vessel/unit's D and A policy, except if the Contractor's policy is more restrictive.)*		2	

3.1.4	Is the drug and alcohol policy based on 'zero tolerance' (requiring zero Blood Alcohol Content (BAC) and zero drug content) for all on board the vessel/unit?		2	
3.1.5	Is Master familiar with company's policy regarding 'for cause' and 'post incident' testing requirement?		2	
3.1.6	Does the operator have a policy for unannounced drug and alcohol testing? *(Record the date of the last recorded unannounced on-board group alcohol test)*		2	
3.1.7	Is there a common language stipulated and is the safety management system documentation in this common language? *(Record which language is stipulated. Record observation if safety management system is not in common language of the crew.)*		2	
3.1.8	Is there a system for ensuring communications between contractors, the vessel/unit's crew and third parties? (*This should include information on muster stations, emergency alarms and emergency procedures.)*		2	
3.3	**Crew-specific**			
3.3.1	Are the marine crew members appropriately qualified for the operations and equipment on board?		2	
3.3.2	Is there a competence assessment process for the marine crew on board?		2	
3.3.3	Does the company operate a formal appraisal system for marine crew?		2	
3.3.4	Do all crew members hold appropriate and valid certification and is this verified on joining vessel?		5	
3.3.5	Do all personnel maintain hours of rest records and are the hours of rest in compliance with MLC or STCW requirements?		2	
3.3.6	Have the Master and/or any officers with direct responsibility for ship handling received appropriate training in ship handling for the type of vessel/unit?		2	
3.3.7	If the Master has been newly-hired within the last 12 months, did he receive appropriate pre-familiarization training, including understanding of the Company's safety management system?		2	
3.3.8	Have all the deck officers received documented training and competence assessment for the navigational equipment fitted on board?		5	
3.3.9	Are the company medical procedures implemented on board?		2	
3.3.10	Is chief cook onboard qualified?		2	
	Section 3 subtotal credit score		**42**	

Remarks:

4.	Navigation	Y/N/NA	Maximum Credit points	Credit points scored
4.1	Is there evidence that operator's navigation instructions and procedures are implemented on board? • *The navigation, training and bridge procedures policies should be reviewed.* • *Hard copies of the operator's navigation policy and procedures must be available on the bridge.*		5	
4.2	Do the vessel operating procedures require a minimum of two crew members, one being the Master or a suitably qualified and experienced officer, to be on the bridge throughout operations alongside an installation? *(Should be available when within the 500 m zone. Best practice would be for both to be qualified deck officers.)*		2	
4.3	Is operator's guidance on minimum under keel clearance and squat implemented on board? (*The operator should supply guidance for under keel clearance. Record the Under Keel Clearance as defined in the SMS)*		5	
4.4	Are deck log books correctly maintained and is an adequate record being kept of all the navigational activities both at Sea and in Port?		2	
4.5	Are records maintained of preventive fire and security rounds completed after each watch?		2	
4.6	Are the vessel/unit's manoeuvring characteristics displayed on the bridge?		2	
4.7	Are there documented and clearly identified **steering** mode change over procedures in place?		2	
4.8	Do vessel/unit's officers demonstrate a full understanding of steering changeover practices?		2	
4.9	Has the Master written his own standing orders and if applicable night orders?		2	
4.10	Have the deck officers countersigned the Master's standing and night orders as being read and understood?		2	
4.11	Are heading reference system errors checked and recorded?		2	
4.12	Has a system been established to ensure that nautical publications and charts, paper and/or electronic, for the intended voyage are on board, current and corrected up-to-date?		2	
4.13	If fitted, are Master and deck officers familiar with the operation of the ECDIS on board?		2	
4.14	If the vessel is equipped with an Electronic Chart Display and Information System (ECDIS) are the Master and deck officers able to produce appropriate documentation that generic training and type-specific familiarization has been undertaken? • *If the vessel is fitted with an ECDIS unit then the Master and each deck watch keeper must be in possession of an ECDIS Generic Training certificate* • *Record in comments how the familiarization training was carried out. If only one ECDIS fitted and paper charts are also provided record which is the primary source of navigation and which is the backup.*		5	
4.15	If the vessel is provided with an Electronic Chart Display and Information System (ECDIS) does it meet the requirements of SOLAS and is an approved backup system provided?		2	

4.16	Is a lookout maintained at all times when the vessel/unit is at sea? *(The company should have a policy that ensures a lookout is maintained at all times when the vessel/unit is at sea)*		2	
4.17	Was a comprehensive passage plan available for the previous voyage and did it cover the full voyage from berth to berth utilising appropriate charts and publications?		2	
4.18	Is the echo sounder recorder marked with a reference date and time on each occasion it is switched on?		2	
4.19	Do documented procedures clearly prohibit the use of offshore installations as way points?		2	
4.20	During Port Entry and Departure, was the position of the vessel/unit monitored?		2	
4.21	Is there a system for dealing with navigation warnings and are they being charted?		2	
4.22	Is all navigation equipment in good order?		2	
4.23	Are navigation lights in good order? *(Note: Primary and secondary systems should be in good order, and there should be a procedure to check the navigation light failure alarm.)*		2	
4.24	Are procedures in place and evidence available to ensure the Master / Chief Engineer has a documented handover? (*Are handover notes completed and are they specific for the vessels operations? Verify last handover report.)*		2	
	Section 4 subtotal credit score		**57**	

Remarks:

5.	**Safety and security management**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
5.1	**General**			
5.1.1	Is contact details of the Designated Person Ashore (DPA) or appropriate shore-based contact clearly posted on-board?		2	
5.1.2	Has a vessel/unit safety officer been designated and trained to undertake this role?		2	
5.1.3	Are the vessel/unit's officers familiar with the operation of firefighting, lifesaving and other emergency equipment?		5	
5.1.4	Is personal protective equipment provided and available spares on board? *(Procedures should include the company's requirements for the inspection and replacement of PPE.)*		2	
5.1.5	Has minimum personal protective equipment (PPE) for various activities undertaken onboard been identified and available onboard?		2	
5.1.6	Are regular safety meetings held, are the minutes recorded and does the operator provide shore management responses?		2	
5.1.7	Does the vessel/unit have documented procedures for Man Overboard scenarios?		2	

5.1.8	Are there records on board showing that accidents, incidents, non-conformities, including breaches of regulations and near misses are reported, investigated and closed out?		5	
5.1.9	Have officers responsible for incident investigation on board received incident investigation training? *(Training can be achieved by CBT and not required to be a formal course.)*		2	
5.1.10	Are smoking restrictions in place and are they being adhered to?		2	
5.1.11	Is all loose gear on deck, in stores and in internal spaces properly secured?		2	
5.1.12	Does there a risk Assessment System in place for the carriage and handling of chemicals?		2	
5.1.13	Does the safety management system contain procedures to address the control of hazardous substances used on board the vessel/unit? *(Best practice is to have hazardous substances listed within the SMS stored in areas with secondary containment)*		2	
5.1.14	Does the Vessel/Unit Safety Officer undertake periodic inspection of all areas? *(There should be records available that demonstrate that the Safety Officer carrying out a systemic inspection of all areas of the vessel/unit. Suitable records should be available and, where appropriate, defect/non-conformity reporting.)*		5	
5.1.15	If there a safety observation programme implemented on board? *(Inspector should seek evidences of safety observations records demonstrating that system is effective.)*		2	
5.2	**Medical**			
5.2.1	Is the hospital clean and tidy and ready for immediate use? *(Check that the space is not being used for storage or alternative accommodation.)*		2	
5.2.2	Is an alarm system fitted in the hospital and is it regularly tested?		2	
5.2.3	Is there an appropriately qualified individual designated to provide medical care on board? (*State which officer is designated.)*		2	
5.2.4	Is there a system for verifying and checking medical stores? (Record date last checked and by whom.)		2	
5.2.5	Are first aid kits readily available and subjected to regular inspection to confirm their contents?		2	
5.2.6	If cardiopulmonary resuscitation (CPR) equipment is carried, including oxygen resuscitators and/or defibrillators, is it regularly tested? *(Check Inspection records)*		2	
5.2.7	Are personnel familiar with CPR equipment carried on board?*(Check training and medical records)*		2	
5.2.8	Is medical advice available 24hrs a day? *(Dedicated Medical advice should be in place and available 24hrs a day. Emergency numbers should be posted or readily available)*		2	
5.2.9	Is there a formal medical evacuation plan in place?		2	

5.2.10	Are medical drills carried out at periodic intervals?		2	
5.3	**Management of change (MoC)**			
5.3.1	Is there a documented procedure in place for the management of change?		2	
5.3.2	Is there evidence to demonstrate that the MoC process is being properly applied?		2	
5.3.3	If any equipment required by operations is retro-fitted or temporarily installed, is there a formal process for assessing the integrity of connections to the vessel/unit's systems?		2	
5.4	**Drills, training, and familiarization**			
5.4.1	Is there evidence that new personnel, including contractors, receive safety induction?		2	
5.4.2	Are emergency drills being carried out regularly? (Note: Emergency procedures should at least include collision, grounding, flooding, heavy weather damage, structural failure, fire, explosion, gas or toxic vapour release, critical machinery/equipment failure, re-start after partial or total power failure, rescue from enclosed spaces, serious injury and helicopter operations.)		5	
5.4.3	Is regular training in the use of life-saving equipment being undertaken and are appropriate records maintained for each person on board?		5	
5.5	**Ship security**			
5.5.1	Does the vessel/unit have an approved Ships Security Plan (SSP)?		2	
5.5.2	If vessel/unit has an approved SSP, has a ship security officer been designated and do they hold appropriate certification?		2	
5.5.3	Is a deck watch being maintained to prevent unauthorized access?		2	
5.5.4	If required, are security drills carried out at regular intervals?		5	
5.5.5	Are officers aware of the function of the ship security alert system and how to operate it?		2	
5.6	**Control of work**			
5.6.1	Does the vessel/unit operate a documented permit to work (PTW) system?		2	
5.6.2	Does the PTW system specify roles and responsibilities?		2	
5.6.3	Is there a register recording permits issued and isolations performed?		2	
5.6.4	Are the period of validity and requirements for revalidation specified on the permit?		2	
5.6.5	Do personnel receive training in the use of the PTW system?		2	
5.6.6	Does the PTW system include an audit process?		2	
5.6.7	Does the PTW or SMS include a "Stop the Job" policy or statement?		2	
5.6.8	Is there evidence that an effective isolation process is implemented on board as part of the PTW system?		2	

5.6.9	Are documented procedures in place to ensure safe work on high voltage systems and do they address appropriate access arrangements?		2	
5.6.10	If the vessel/unit has high voltage equipment, are staff suitably trained to perform maintenance on it?		2	
5.6.11	Is there evidence that hot work procedures are implemented on board?		2	
5.6.12	If electric welding equipment is provided, is it in good order, inspected regularly and are written safety guidelines available on site?		2	
5.6.13	If gas welding and burning equipment is provided, is it inspected regularly and in good order?		2	
5.6.14	Are spare oxygen and acetylene cylinders stored apart in a dedicated storage and is the storage in a clearly marked, well-ventilated position outside the accommodation and machinery spaces?		2	
5.6.15	Are there documented procedures in place covering the use of portable electrical equipment on deck?		2	
5.6.16	Is there an effective inspection and testing programme in place to ensure that all portable electrical equipment used on board is maintained in a satisfactory condition and included in the vessel PMS?		5	
5.6.17	Are all spaces that are classed as 'enclosed spaces' identified and clearly marked?		2	
5.6.18	Is there evidence that enclosed space entry procedures are implemented on board?		2	
5.6.19	Are portable gas and oxygen analyzers provided appropriate to the vessel/unit's operations and are they calibrated and in good order?		2	
5.6.20	Are personnel onboard trained in the use and calibration of portable oxygen and gas analyzers?		2	
5.6.21	Is there evidence that working at height or over side work procedures are implemented on board?		2	
5.7	**Lifting equipment**			
5.7.1	Are up to date records maintained for the regular inspection, maintenance and testing of all lifting equipment/devices?		2	
5.7.2	Are test certificates available onboard for all items of loose lifting equipment and are they subject to inspection and maintenance programme?		2	
5.7.3	Are safety devices associated with lifting appliances fully operational?		2	
5.7.4	Are cranes, derricks, pad eyes and other securing points clearly marked with their SWL?		2	
5.7.5	Are all items of lifting gear marked with a unique identification?		2	
5.7.6	Is a colour-coding or alternative system in use to identify inspected lifting equipment?		2	
5.7.7	Is there a programme for routine testing, i.e. start-up, daily, weekly and monthly checks of lifting equipment?		5	
5.7.8	Is there a documented procedure requiring that all lifting operations are properly planned?		2	
5.7.9	Does the vessel/unit have a system in place for the quarantine of damaged or uncertified lifting equipment?		2	
5.7.10	Are any personnel elevators (lifts) on-board the vessel included in the vessel/unit's PMS and in good order?		2	

5.8	**Offshore personnel transfer**			
5.8.1	Does the vessel/unit have documented procedures for transfer of personnel offshore?		2	
5.8.2	Are all personnel transfer equipment subject to an inspection and certification regime?		2	
5.8.3	Have all personnel involved in lifting/man riding operations been trained and certified to carry out such operations?		2	
5.8.4	Where fitted, is the offshore personnel gangway certified and subject to an inspection programme?		2	
5.8.5	Is there a formal check system for confirming who crosses the gangway, and is there an effective back up check system to ensure discrepancies are raised and addressed?		2	
5.8.6	If the gangway is stabilized, does the control function use a dedicated crew?		2	
5.9	**Lifesaving appliances**			
5.9.1	Are vessel/unit-specific life-saving equipment training manuals available?		2	
5.9.2	Are vessel/unit-specific life-saving equipment maintenance instructions available and are weekly and monthly inspections being carried out?		5	
5.9.3	Are muster lists displayed onboard?		2	
5.9.4	Is there a maintenance and test schedule for lifeboat, Rescue boat on-load release gear, davit launched life raft automatic release hooks, and free-fall lifeboat release systems, where fitted?		5	
5.9.5	If vessel/unit has lifeboats, are the lifeboats, including their equipment and launching mechanisms, in good order?		2	
5.9.6	Are lifeboat (if fitted) and life raft operating instructions displayed?		2	
5.9.7	If vessel/unit has a rescue boat, is the rescue boat, including its equipment and launching arrangement available for use and in good order?		2	
5.9.8	Are life rafts in good order and within due date?		2	
5.9.9	Are hydrostatic releases, where fitted, correctly attached?		2	
5.9.10	Are survival craft portable VHF radios and Search and Rescue Radar Transponders (SART's) in good order and charged?		2	
5.9.11	Are lifebuoys, lights, buoyant lines, quick release mechanisms and self-activating smoke floats in good order?		2	
5.9.12	Are lifejackets in good order?		2	
5.9.13	Are lifejacket donning instructions displayed?		2	
5.9.14	If vessel is outfitted with immersion suits, are the immersion suits available for use and free of defects?		2	
5.9.15	Are pyrotechnics, including line throwing apparatus, in date and in good order?		2	
5.9.16	Are the locations of life saving appliances marked with IMO or equivalent certifying authority symbols?		2	
5.9.17	Is the LSA plan seen to be up to date and represent the current arrangements on the Vessel/Unit?		2	

5.10	**Fire Fighting**			
5.10.1	Are vessel/unit-specific fire training manuals available?		2	
5.10.2	Are vessel/unit-specific firefighting equipment maintenance instructions available and are weekly and monthly inspections being carried out?		5	
5.10.3	Are records available to show that samples of foam compound have been tested at regular intervals?		2	
5.10.4	Is a fire control plan exhibited within the accommodation, is a copy available externally and is equipment correctly marked on it?		2	
5.10.5	Are fire mains, pumps, hoses and nozzles in good order and available for immediate use?		2	
5.10.6	Is the International shore fire connection readily available externally and is the location clearly marked?		2	
5.10.7	Are fixed fire detection and alarm systems, if fitted, in good order and tested regularly?		2	
5.10.8	Are fixed fire extinguishing systems, where fitted, in good order and are clear operating instructions posted?		2	
5.10.9	Is the emergency fire pump in full operational condition and are starting instructions clearly displayed?		2	
5.10.10	Are portable fire extinguishers in good order with operating instructions clearly marked?		2	
5.10.11	Are firemen's outfits and breathing apparatus in good order, provided with fully charged cylinders and ready for immediate use?		2	
5.10.12	If fitted, are emergency escape breathing devices in good order and ready for immediate use?		2	
5.10.13	Are accommodation and ventilation fan emergency stops in good order and clearly marked to indicate the spaces they serve?		2	
5.10.14	Are fire flaps in good order and clearly marked to indicate the spaces they serve?		2	
5.10.15	If vessel has FiFi notation, is the associated equipment in good order?		2	
5.10.16	Are Fire Doors Operational and part of a planned maintenance and inspection regime?		2	
5.11	**Access**			
5.11.1	Is a safe means of access provided, including, where appropriate, the provision of a gangway, accommodation ladder, pilot ladder, safety net, lifebuoy and line?		2	
5.11.2	Does the vessel/unit have a set of documented procedures/guidance for helicopter winching operations?		2	
5.11.3	Where the vessel/unit is not fitted with a helideck, and Chapter 14 is not applicable, does the vessel/unit have a set of procedures/guidance for helicopter winching operations in the event that they may need to be enacted?		2	
	Section 5 subtotal credit score		**251**	

Remarks:

6.	Pollution prevention and environmental management	Y/N/NA	Maximum Credit points	Credit points scored
6.1	**Pollution prevention**			
6.1.1	Is the Engine Room (Part I) Oil Record Book (ORB) correctly completed?		5	
6.1.2	Are controls in place to manage ozone depleting substances in compliance with MARPOL or local requirements?		2	
6.1.3	Do the sludge and bilge tanks designated in Form A or Form B of the IOPP Certificate and those listed in the Oil Record Book Part I, agree?		2	
6.1.4	Is the Oil Record Book free of any pollution incidents or violations?		2	
6.1.5	If the disposal of engine room oily water or sludge to a shore facility has taken place, has the event been recorded in the Engine Room Oil Record Book, did the vessel/unit receive a statement or certificate of disposal from the shore facility and did it state the quantity disposed?		2	
6.1.6	Are thruster seals free of hydraulic leaks?		2	
6.1.7	Are there containment arrangements fitted around hydraulic machinery in case of leaks?		2	
6.1.8	Is there evidence that the oily water separator control system and engine room bilge oily water separator/filtering system is maintained in good working order?		2	
6.1.9	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?		2	
6.1.10	Are there any bilge spaces pumped directly overboard and are appropriate arrangements in place to monitor and prevent "contaminants" being discharged overboard?		2	
6.2	**Shipboard oil and marine pollution emergency plans**			
6.2.1	Is an approved MARPOL Shipboard Oil Pollution Emergency Plan (SOPEP) or Shipboard Marine Pollution Emergency Plan (SMPEP) provided?		2	
6.2.2	Is the IMO Coastal Contact List up to date and is the Master aware of port contact procedures?		2	
6.2.3	Is there evidence that the vessel/unit has carried out regular drills and that the contents of the SOPEP Manual have been reviewed?		2	
6.3	**Garbage and Sewage management**			
6.3.1	Does the vessel/unit have a garbage management plan and has garbage been handled and disposed of in accordance with MARPOL?		2	
6.3.2	Has the Garbage Record Book been correctly completed?		2	
6.3.3	Are controls in place to ensure that sewage treatment plant discharges comply with MARPOL or local requirements?		2	

	Section 6 subtotal credit score		**35**	

Remarks:

7.	**Structural condition**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
7.1	**General**			
7.1.1	Is the hull free from visible structural defects that warrant further investigation?		5	
7.1.2	Are weather decks free from visible structural defects that warrant further investigation?		2	
7.1.3	Where deck sheathing exists, are records available regarding removal of sheathing and checking of deck and sheathing condition?		2	
7.1.4	Is the superstructure free from visible structural defects that warrant further investigation?		5	
7.1.5	Are internal spaces free from visible structural defects that warrant further investigation?		5	
7.1.6	If there has been any significant structural damage to the vessel/unit, have repairs been undertaken to the satisfaction of an attending Class surveyor?		2	
7.1.7	If the vessel has any through-hull penetrations, are they in good order and subjected to Class approval?		5	
7.2	**Stability**			
7.2.1	Is there a designated person responsible for cargo and/or ballast operations?		2	
7.2.2	Are stability records maintained on board in line with the operators procedures?		2	
7.2.3	Is an approved stability book available onboard that includes both intact and damage stability scenarios?		5	
7.2.4	Is the vessel/unit free from any known stability limitations as noted in the stability book?		2	
7.2.5	Is there a system of verifying and recording the calibration of tank gauging systems and level alarms?		2	
7.2.6	Do documented procedures require checking of differences between actual and calculated displacements and are records maintained?		2	
7.2.7	Are chain lockers, or other spaces at risk of flooding fitted permanently installed means to pump out?		2	
7.3	**Structural modifications**			
7.3.1	Has the vessel/unit's Classification society or certifying authority been involved in assessing/approving any structural modifications to the vessel/unit?		2	
7.3.2	Is there evidence that the vessel/unit's stability information has been updated when structural or mission specific equipment modifications have taken place?		2	

7.3.3	If applicable, are the vessel/unit's Master and Officers fully aware of the changes to stability information as a result of the structural or plant modifications?		2	
	Section 7 subtotal credit score		**49**	

Remarks:

8.	**Operations**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
8.1	**Anchor handling**			
8.1.1	Is the vessel classed for anchor handling operations?		2	
8.1.2	Does the vessel carry out risk assessments for each specific operation?		2	
8.1.3	Does the vessel have contingency plans for operations associated with anchor handling?		2	
8.1.4	Does the vessel have displayed on the bridge a document to show the acceptable vertical and horizontal transverse force/tensions to which the vessel can be exposed?		2	
8.1.5	Is there a notice posted on the bridge giving instructions for emergency release procedures?		2	
8.1.6	Are emergency release systems regularly tested and records maintained?		2	
8.1.7	Does the vessel operating manual have a written procedure for safe anchor handling operations in differing water depths?		2	
8.1.8	Does the vessel operating manual include written procedures for SIMOPS and tandem vessel operations?		2	
8.1.9	Is all anchor handling equipment secured when not in use?		2	
8.1.10	Is there a minimum freeboard requirement for safety on deck, is it specified in the anchor handling manual?		2	
8.1.11	Has the effect of slack tanks been addressed within the stability manual?		2	
8.1.12	Do documented procedures address the use of anti-roll tanks during anchor handling?		2	
8.1.13	Is there recorded evidence of regular testing, inspection and maintenance of all anchor handling equipment?		5	
8.1.14	Does the vessel have a tension gauge and/or tension limiter to monitor bollard pull and is it regularly calibrated?		2	
8.1.15	Are bollard pull figures available for when power is diverted to transverse thrusters or other large power consumers?		2	
8.1.16	If anchor handling pennant is not fitted with quick release, does the vessel have cutting gear readily available?		2	
8.1.17	Are tugger winches and wires in a satisfactory condition?		2	

8.1.18	Does the vessel have lifesaving appliances that are immediately accessible on the stern?		2	
8.1.19	Does the Master, Bridge Officers and Deck Personnel have appropriate anchor handling training and experience?		2	
8.1.20	Are records available confirming the formal training of winch operators?		2	
8.1.21	Where winches are not visible from the bridge, is there a system in place to enable remote monitoring?		2	
8.1.22	Is there evidence of anchor handling operations planning?		2	
8.1.23	Are communications between the bridge and working deck, including backup systems, in working order?		2	
8.1.24	Are anchor handling winch and wire/chain stopper in good order and reported to be fully operational?		2	
8.1.25	Are safe areas beyond the crash barriers clear of obstructions and easily accessible to the crew from the working deck?		2	
8.1.26	Is deck sheathing free of defects?		2	
	Section 8.1 subtotal credit score		**55**	
Remarks:				
8.2	**Towing/pushing**			
8.2.1	Is the vessel classed/certified for Towing and/or Pushing operations?		2	
8.2.2	Is the vessel's fendering in good condition?		2	
8.2.3	Is tow winch, including associated hoses and brake linings, in good order?		2	
8.2.4	Does the vessel maintain a towing log in accordance with IMO guidelines?		2	
8.2.5	Does the vessel adhere to the IMO guidelines with regard to the minimum breaking load (MBL) of the towline?		2	
8.2.6	Does the vessel have procedures, including contingency plans, in place that address towing and pushing activities?		2	
8.2.7	Does the vessel have a searchlight that can be directed from the vessel's main steering station and is it in good working order?		2	
8.2.8	Does the vessel carry a spare towline, stretchers, shackles and associated equipment that meet all the requirements for the main gear?		2	
8.2.9	Is the towing winch equipped with two drums and a redundant drive mechanism or equivalent procedures?		2	
8.2.10	Are all wire rope terminations on board made with hard eyes with evidence that socketing has been done by a competent person?		2	
8.2.11	Is the winch fitted with equipment to measure the tension of the towline and is the information displayed in the wheelhouse?		2	
8.2.12	Is a tow winch brake alarm fitted and audible in the wheelhouse?		2	
8.2.13	Are records of inspection and service of the towline available on board?		2	

8.2.14	Does the vessel Operator have an adequate replacement policy with valid certificates for the towing line(s) in use?		2	
8.2.15	If using HMPE, is the contact surface for the HMPE tow line clean and sufficiently smooth to avoid damage to tow line?		2	
8.2.16	If applicable is there a system for prevention of chafing of the tow-wire?		2	
8.2.17	If applicable, does the vessel have a suitable towing wire arrangement to prevent girting?		2	
8.2.18	Are emergency release systems regularly tested and records maintained?		2	
8.2.19	If towline is not provided with quick release capability, does the vessel have cutting gear readily available?		2	
8.2.20	Is the use of synthetic shock lines a normal operational procedure?		2	
8.2.21	If used, do synthetic shock lines have the capability to deal with the expected dynamic loads?		2	
8.2.22	Has the Master appropriate experience of towing/pushing operations on this particular type of vessel?		2	
8.2.23	If applicable, have the Master and/or any officers with direct responsibility for ship handling received appropriate formal training in ship handling for non-conventional propulsion system?		2	
8.2.24	Are effective documented procedures in place for the use of small boats that include working from them, personnel transfer and the launch and recovery?		5	
8.2.25	Are risk assessments carried out for all towing/pushing operations?		2	
8.2.26	Is the vessel fitted with necessary towing navigation lights for compliance with Collision Regulations?		2	
8.2.27	Is there a document that clearly states vessel performance capabilities and limitations and is there evidence to suggest master is familiar with the document?		2	
8.2.28	Are deck officers aware of the stability conditions during towing operations and understand limitations associated?		2	
8.2.29	Are the calculated indirect towing forces available to the Master and deck officers?		2	
8.2.30	Does the Operator have good visibility of the work area from the vessel's control station?		2	
8.2.31	If there are visibility limitations caused by physical vessel design, are there risk mitigations employed to address them such as radios and talk back devices and are they in good working order?		2	
8.2.32	Is there a sufficient number of portable VHF or UHF and spare batteries available on board?		2	
8.2.33	Is there a notice posted on the bridge giving instructions for emergency release procedures?		2	
8.2.34	Are bollard pull figures available for when power is diverted to transverse thrusters or other large power consumers?		2	
8.2.35	Does the operator have a policy in place covering the use of recessed bitts?		2	
8.2.36	If the vessel has a STAPLE, is the SWL for the staple and the angles of operability known to the vessel master and deck officers?		2	
	Section 8.2 subtotal credit score		**75**	

Remarks:

9.	Mooring	Y/N/NA	Maximum Credit points	Credit points scored
9.1	**Mooring**			
9.1.1	Are certificates available for all mooring ropes, wires, chains, shackles, etc.?		2	
9.1.2	Are there records of the inspection and maintenance of mooring ropes, wires and equipment?		2	
9.1.3	Are there sufficient marine crew to conduct safe mooring operations?		2	
9.1.4	Is there a means of communication (primary and backup) to support mooring operations?		2	
9.2	**Mooring procedures.**			
9.2.1	Are alongside (Jetty/Dock) mooring procedures available?		2	
9.2.2	Are mooring lines secured to bitts turned up correctly?		2	
9.2.3	Are all powered mooring lines correctly reeled on drums?		2	
9.2.4	If fitted are all powered mooring lines secured on brakes and are the winches out of gear?		2	
9.2.5	Are all mooring lines stowed neatly to minimize tripping hazards and are mooring areas clear and unobstructed?		2	
9.2.6	If the vessel/unit is equipped with fenders for mooring alongside, are they in good condition and properly secured?		2	
9.2.7	Is there a maintenance system for the mooring equipment on board?		5	
9.3	**Equipment**			
9.3.1	If fitted are all mooring winches in good order?		2	
9.3.2	Are mooring wires and ropes in good order?		2	
9.3.3	If fitted are pedestal fairleads, roller fairleads and other rollers well-greased and free to turn and are bitts and chocks free of grooving?		2	
9.3.4	Are sufficient closed fairleads available for 'ship-to-ship' mooring?		2	
9.3.5	Are appropriate stoppers available and in good condition?		2	
9.4	**Anchoring equipment**			
9.4.1	Are windlasses, anchors, locking bars and cables in a good order condition and operating effectively?		2	
9.4.2	If fitted, are chain locker doors securely battened down?		2	
9.4.3	If fitted, are spurling pipes normally secured to prevent water ingress?		2	

9.5	**Spread mooring**			
9.5.1	Does the vessel/unit have procedures for spread mooring with anchors?		2	
9.5.2	Has an FME(C) A been carried out on spread moored systems?		2	
9.5.3	Is certification available for mooring chains, wires and ancillaries for each leg?		2	
9.5.4	Is there a system for monitoring and recording of mooring line tension and lineout/scope of spread moored systems and are records maintained?		2	
9.5.5	Is there a system for maintenance and calibration of lineout, scope and tension meters and are records maintained?		2	
9.5.6	Are the controls for local and, if applicable, remote winch/windlass operation in good order?		2	
9.5.7	Are the emergency stops, if fitted, for winches/windlasses routinely tested and records maintained?		2	
	Section 9 subtotal credit score		**55**	

Remarks:

10.	**Communications**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
10.1	**General**			
10.1.1	Are instructions for operating the digital selective calling and satellite communications equipment in an emergency clearly displayed?		2	
10.1.2	Are the vessel/unit's call sign and Recognized Mobile Satellite ship earth station identity clearly marked on the radio installation?		2	
10.1.3	Can officers demonstrate a satisfactory understanding of how to operate communications equipment in an emergency?		5	
10.1.4	Is a continuous listening watch maintained on VHF channel 16?		2	
10.1.5	Are officers aware of the requirements for position updating on two-way communications equipment?		2	
10.1.6	Has the AIS been programmed with up-to-date voyage information?		2	
10.1.7	Are GMDSS requirements met with regard to qualified radio operator personnel, watch keeping, and designation for distress communications?		5	
10.1.8	Are periodical tests of communications equipment carried out and recorded as required?		5	
10.1.9	Is the Radio Log being maintained correctly?		2	
10.1.10	If applicable, are radio emergency batteries in a satisfactory fully charged condition and the battery log completed up to date?		2	

10.1.11	Are arrangements in place to ensure the availability of the radio equipment?		2	
10.2	**Equipment**			
10.2.1	Is the communications equipment in good order?		2	
10.2.2	Is the satellite EPIRB fitted, armed, and labelled correctly and inspected in accordance with the manufacturer's requirements?		5	
10.2.3	Is the vessel/unit equipped with sufficient portable radios for use on deck?		2	
10.2.4	Are there documented procedures for the use of communications equipment within 500 m/ safety zones?		2	
	Section 10 subtotal credit score		**42**	
Remarks:				

11.	**Propulsion, power generation and machinery**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
11.1	**Policies, procedures, and documentation**			
11.1.1	Is the vessel/unit provided with operator's instructions and documented procedures?		5	
11.1.2	Are the duties of the watch-standing officers and ratings clearly defined?		2	
11.1.3	Is the engine logbook fully maintained?		2	
11.1.4	If the machinery space is certified for unmanned operation, is it being operated in that mode?		2	
11.1.5	If the machinery space is being operated manned, are there sufficient engineers on board?		2	
11.1.6	If the chief engineer has written his own standing orders, have the watch engineers countersigned them as read and understood?		2	
11.1.7	Are there procedures to prevent uncontrolled entry into the engine compartment and machinery spaces?		2	
11.1.8	Are there documented procedures to restart critical equipment?		5	
11.1.9	Are engineers familiar with restart procedures of Critical Equipment and are records available of exercises and drills?		5	
11.1.10	Does the operator subscribe to a fuel, lubricating and hydraulic oil testing programme, and is there a procedure in place to take into account the results?		2	
11.1.11	Is there evidence that bunker transfer is done as per operator's procedures and best industry practices?		2	
11.1.12	Is the dead man alarm system, where fitted, in good order and used as required?		2	
11.2	**Planned maintenance**			

11.2.1	Is a planned maintenance system in place, being followed and is it up to date?		2	
11.2.2	Are items of critical equipment identified in the planned maintenance system?		5	
11.2.3	Is an accurate and up to date inventory of spare parts being maintained?		2	
11.3	**Safety management**			
11.3.1	Is an engineer's call alarm fitted and is it in good order and tested regularly and the results recorded?		2	
11.3.2	Are emergency escape routes clearly marked, unobstructed and lit?		5	
11.3.3	Is the level of lighting in all areas of the machinery spaces satisfactory and are the lights covered?		2	
11.3.4	Are vessel/unit's engine/boiler exhausts fitted with spark arresters for safe operation?		2	
11.3.5	Do records indicate the regular testing of emergency equipment?		2	
11.3.6	Are machinery emergency stops and shut offs clearly marked and do records indicate that they have been regularly tested?		2	
11.3.7	Are diesel engine high and low pressure fuel delivery pipes jacketed or screened?		2	
11.3.8	Are diesel engine exhausts and other hot surfaces in the vicinity of fuel, diesel, lubricating and hydraulic oil pipes protected against spray?		2	
11.3.9	Are hot surfaces, particularly diesel engines, free of any evidence of fuel, diesel and lubricating oil?		2	
11.3.10	Are fuel and lubricating oil handling areas, including purifier rooms, if applicable, ventilated and clean?		2	
11.3.11	Are main engine bearing temperature monitors, or the crankcase oil mist detector, in good order?		2	
11.3.12	Where hydraulic aggregate pumps (hydraulic power units -HP/Hydraulic Power Packs-HPP) are located within the main engine compartment, is an oil mist detector fitted?		2	
11.3.13	Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray?		2	
11.3.14	Is deck insulation provided to the front and rear of medium power (i.e. 220V to 1000V) electrical switchboards and is it in a satisfactory condition?		2	
11.3.15	If fitted, are gauge glass closing devices on oil tanks of a self-closing, fail-safe type and not inhibited?		2	
11.3.16	If fitted, are self-closing sounding devices to double bottom tanks in good order, closed and capped?		2	
11.3.17	Are all items of moving machinery which may present a hazard provided with guards?		2	
11.3.18	Are workshop machine tools in a safe condition and is eye protection available?		2	
11.3.19	Is all loose gear in the machinery spaces, stores and steering compartment properly secured?		2	
11.3.20	Are chemicals properly stowed and are Material Safety Data Sheets available?		2	
11.3.21	Are machinery spaces and steering compartments (where applicable) clean and free from obvious leaks and is the overall		2	

	standard of housekeeping and lagging maintenance satisfactory?			
11.3.22	Are bilge systems operational and bilges free of oil, rubbish and sediment?		5	
11.3.23	Are bilge high level alarm systems regularly tested and are records maintained?		2	
11.3.24	Are seawater pumps, sea chests and associated pipework in a satisfactory condition and free of hard rust and temporary repairs, particularly outboard of the ship-side valves?		2	
11.3.25	Are valves and pipework marked or colour coded?		2	
11.4	**Machinery status**			
11.4.1	Are all items of main, auxiliary and emergency plant in good order and reported to be fully operational?		5	
11.4.2	If applicable is the Engine Room local Engine control station in good order and are engineers familiar with the procedure for taking control from the bridge in an emergency?		2	
11.4.3	Are concise starting instructions for the emergency generator, where fitted, clearly displayed?		2	
11.4.4	Where applicable, is the emergency generator fuel tank provided with sufficient fuel?		2	
11.4.5	Where an emergency generator is not fitted, are engine room emergency batteries in good order and fully charged?		2	
11.4.6	Is all electrical equipment including junction boxes and cable runs in good order?		2	
11.4.7	Are switchboards free of significant earth faults?		2	
11.4.8	Are emergency electrical power supplies fully operational?		2	
11.5	**Emergency steering**			
11.5.1	If applicable is the steering gear/steering compartment(s) free from defects?		2	
11.5.2	If applicable has the emergency steering arrangement been tested within the past three months and are the results recorded?		2	
11.5.3	If applicable are emergency steering changeover procedures clearly displayed locally and in the wheelhouse?		2	
11.5.4	If applicable are officers familiar with the operation of the steering arrangement in the emergency mode?		5	
11.5.5	If applicable, is the steering gear emergency reserve tank fully charged?		2	
11.5.6	If applicable are the arrangements for the provision of heading information adequate?		2	
11.5.7	If applicable are communication arrangements with the bridge satisfactory?		2	
11.5.8	If applicable is there a means for indicating the rudder angle or thruster direction at the emergency steering position?		2	
11.5.9	If applicable is access to the emergency steering controls unobstructed?		2	
11.5.10	If applicable in steering compartments, are suitable handrails, gratings or other non-slip surfaces provided?		2	
	Section 11 subtotal credit score		**140**	

Remarks:

12.	General appearance and condition	Y/N/NA	Maximum Credit points	Credit points scored
12.1	**Hull, superstructure, and external weather decks**			
12.1.1	Is the general condition, visual appearance, and cleanliness of the hull satisfactory?		5	
12.1.2	Are hull markings clearly indicated and correctly placed?		2	
12.1.3	Is the general condition, visual appearance, and cleanliness of the external decks satisfactory including nonslip surfaces in working areas and access routes?		2	
12.1.4	Does the structure include arrangements designed to minimize hazards associated with falls from heights?		2	
12.1.5	Is the general condition of service pipework satisfactory and is it free from significant corrosion and pitting and soft patches or other temporary repairs?		5	
12.1.6	Are all deck openings, including weathertight doors and portholes, in a satisfactory condition and capable of being properly secured?		2	
12.1.7	Are there documented procedures for the operation of powered weathertight/watertight doors which require doors to be left in the normally closed position?		2	
12.1.8	Are all weathertight/watertight doors included in the planned maintenance system?		2	
12.1.9	If fitted are all watertight door position indicators operating correctly?		2	
12.1.10	Are all cable transits and bulkhead penetrations correctly assembled?		2	
12.1.11	Is a programme in place that covers the periodic inspection of all tanks, void spaces, chain lockers and cofferdams, and their coatings?		2	
12.1.12	Are fuel, ballast and other space vents and air pipes in a satisfactory condition, marked to indicate the spaces they serve and does visual evidence indicate regular maintenance?		5	
12.1.13	Is the general condition, visual appearance, and cleanliness of the superstructure satisfactory?		5	
12.2	**Electrical equipment**			
12.2.1	Is deck lighting adequate?		2	
12.2.2	Is the general condition of electrical equipment, including light fittings, conduits, and wiring, satisfactory?		2	
12.3	**Internal spaces**			
12.3.1	Are internal spaces and storerooms clean and tidy?		2	

12.3.2	Are the forecastle space, rope stores and after stores free of water?		2	
12.4	**Accommodation Areas**			
12.4.1	Is the accommodation clean and tidy?		2	
12.4.2	Are alleyways free of obstructions and exits clearly marked?		2	
12.4.3	Are public spaces, including smoke rooms, mess rooms, sanitary areas, food storerooms, food handling spaces, refrigerated spaces, galleys, and pantries clean, tidy and in a hygienically satisfactory condition?		2	
12.4.4	Are laundries and drying rooms free of accumulations of flammable materials that could constitute a fire hazard?		2	
12.4.5	Is the level of accommodation lighting satisfactory?		2	
12.4.6	Is the condition of electrical equipment in the accommodation satisfactory?		2	
12.4.7	Are personnel alarms in refrigerated spaces in good order and regularly tested?		2	
12.4.8	Do the food storage areas appear to be kept in good order?		2	
12.4.9	Are food handlers wearing correct clothing?		2	
12.4.10	Are fridge, freezer and dry store areas being maintained at suitable temperature?		2	
12.4.11	Are tests undertaken of the potable water system and is regular maintenance carried out and recorded for both domestic and supplied potable water?		2	
	Section 12 subtotal credit score		**68**	

Remarks:

13.	**Ice operations**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
13.1	**General**			
13.1.1	Is the vessel classed/certified for Ice operations or have a valid winterization certificate?		2	
13.1.2	Are procedures available for operations in ice?		2	
13.1.3	Does the vessel/unit's stability booklet take into consideration the effects of ice accretion?		2	
13.1.4	If applicable, are ICE Class draft marks clearly marked and understood and is there evidence of compliance?		2	
13.2	**Winterisation**			
13.2.1	Is the vessel/unit provided with anti-icing and de-icing equipment and/or heat tracing and are these systems in good order?		2	
13.2.2	Is all mooring and anchoring equipment protected?		2	

13.2.3	Is ancillary deck machinery, including cranes, protected?		2	
13.2.4	Are all fluid systems (e.g. fire main, fresh water lines) that are prone to freezing capable of being fully drained?		2	
13.2.5	Are there supplies of salt/sand on board to spread on walkways/gangways?		2	
13.3	**HSE and safety equipment**			
13.3.1	Are adequate supplies of protective clothing and thermal insulating materials provided for all persons on board?		2	
13.3.2	Are appropriate immersion suits provided for all personnel on board?		2	
13.3.3	Are all means of escape from the accommodation or interior working spaces free from being rendered inoperable by ice accretion or by malfunction due to low external ambient air temperatures?		2	
13.3.4	Are all escape routes built to dimensions to allow for persons wearing suitable protective clothing to pass unhindered?		2	
13.3.5	Is the temperature rating of the life rafts consistent with the minimum temperature the vessel/unit is capable of operating in?		2	
13.3.6	Are the lifeboats and quick release gear suitable for the extremes of temperature that the vessel/unit is capable of operating in?		5	
13.3.7	Are survival craft engines equipped with means to ensure the engines start readily when required at the minimum anticipated operating temperature and have fuel suitable for use at the anticipated operating temperature?		2	
13.3.8	Are fire extinguishing systems designed and located so that they are not made inaccessible or inoperable by ice or snow accumulation or low temperature?		2	
13.3.9	Are fire hydrants and isolating valves for the fire mains accessible and, if exposed to the weather, protected from freezing spray and icing?		2	
13.3.10	Are the closing apparatus for ventilation inlets and outlets designed and located to protect from ice or snow accumulation that could interfere with the effective closure of such systems?		2	
13.4	**Crew experience**			
13.4.1	Do documented procedures require the crew to receive familiarization training prior to operations in severe sub-zero temperatures?		2	
13.4.2	Are ice operating and training manuals available onboard including documented procedures in place detailing operations with ice breakers?		2	
13.4.3	Does the vessel have a minimum of at least one Ice Navigator?		2	
13.5	**Bridge equipment**			
13.5.1	Does the vessel have sufficient heated wheelhouse windows?		2	
13.5.2	Are the bridge windows fitted with sun screens or protection from the glare of the sun?		2	

13.5.3	Are bridge wings enclosed or protected to facilitate watchkeeping and conning?		2	
13.5.4	Does the vessel have searchlights that are suitable for operation in ice and snow?		2	
13.5.6	Does the vessel have an operational ice radar?		2	
13.5.7	Does the vessel have equipment for receiving ice data?		2	
13.6	**Hull, machinery and engine room**			
13.6.1	Are there alternative sea chests designed for use under differing drafts or operations in ice?		2	
13.6.2	Are all sea chests provided with steam heating and back flushing to deal with blockages/ice slurry?		2	
13.6.3	Is there a backup heating system or protective measures in all areas that contain essential equipment or systems required for the safe operation of the vessel?		2	
13.6.4	Are the emergency batteries for communications equipment and those stored in deck boxes properly stored, secured and protected from freezing conditions?		2	
13.6.5	Does the vessel/unit have a means of preventing ballast, potable water and drill fluids from freezing?		2	
13.6.6	Can vessel ensure bunkers are kept at a suitable temperature at all times?		2	
13.6.7	Do engineering documented procedures clearly define the diesel oil specification for use in subzero environment?		2	
13.6.8	Are main machinery air intakes protected from clogging by snow/ice?		2	
13.6.9	Are means provided to ensure that combustion air for internal combustion engines driving essential machinery is maintained at a temperature in compliance with the criteria provided by the engine manufacturer?		2	
13.7	**Polar Code**			
13.7.1	Does the Vessel have a valid Polar Ship Certificate?		2	
13.7.2	Is a Polar Water Operational Manual available? If so, state who has approved it on behalf of the Flag State.		2	
13.7.3	Check that Stability book addresses the following *The following ice allowances should be taken into account in the stability calculations:* ➢ *30kg/m2 on exposed weather decks and gangways* ➢ *7.5kg/m2 for the projected lateral area of each side of the ship above the water plane* ➢ *The projected lateral area of discontinuous surfaces of rail, sundry booms, spars and rigging shall be computed by increasing the total projected area of continuous surfaces by 5% and the static moments of this area by 10%.* ➢ *Ships of Cat A and B constructed on or after 1/1/17 shall be able to withstand flooding resulting from hull penetration due to ice impact. The residual stability following ice damage shall be such that the factor Si is equal to one.* *Damage assumed when demonstrating compliance shall be such that:*		10	

	➢ *longitudinal extent is 4.5% of upper ice waterline length if centred forward and of the maximum breadth on the upper ice waterline, and 1.5% of upper ice waterline length otherwise Transverse penetration damage is 760mm* ➢ *Vertical extent is the lesser of 20% of the upper ice waterline draft or the longitudinal extent, and shall be assumed at any vertical position between the keel and 120% of the upper ice waterline draft.*			
13.7.4	Are resources provided to support survival following abandoning of the ship, whether to ice or land, for the maximum expected time of rescue in the form of Personal Survival Kits (PSK) and Group Survival Kits (GSK)?		2	
13.7.5	Do the vessel navigation officers have training in operating in Polar Waters?		2	
13.7.6	Is adequate means of navigation provided for high latitudes?		2	
13.7.7	Are adequate means of communication provided?		2	
13.7.8	Does the vessel comply with Polar Code restrictions on the discharges of garbage and sewage in Polar Waters?		2	
	Section 13 subtotal credit score		**101**	

Remarks:

14.	**Helicopter operations**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
14.1	**General**			
14.1.1	Is there documentary evidence to confirm that the helideck meets the requirements of CAP437?		2	
14.1.2	Is the helideck available for use at all times?		2	
14.1.3	If the vessel/unit has re-fuelling facilities, are they certified?		2	
14.1.4	Are appropriate publications for helicopter operations available on board?		2	
14.2	**Operational procedures**			
14.2.1	Do on-board marine operations procedures address helicopter operations?		2	
14.2.2	Do helideck crew have appropriate PPE?		2	
14.2.3	Are documented procedures in place for checking helideck, net tension, and inspecting helideck for debris prior to aircraft arriving?		2	
14.2.4	Are documented procedures in place for controlling passenger access/egress at helideck?		2	

14.3	**Crew training**			
14.3.1	Are formally qualified Helicopter Landing Officers (HLOs) available on board as required?		2	
14.3.2	Are formally qualified Helideck Assistants (HDAs) available on board as required?		2	
14.3.3	Are all heli-ops radio users trained and appropriately certificated?		2	
14.3.4	Is pitch, roll, heave and weather data collated by trained and experienced personnel?		2	
14.4	**Emergency response**			
14.4.1	Is the vessel/unit equipped with dedicated airband transceivers?		2	
14.4.2	Does the vessel/unit have dedicated flight following/watch personnel & procedures?		2	
14.4.3	Is the vessel/unit fitted with appropriate navigation beacons?		2	
14.4.4	Is the helideck firefighting and emergency equipment in good order and available for immediate use?		2	
14.5	**Passenger/cargo management**			
14.5.1	Is there a formal documented procedure for briefing passengers?		2	
14.5.2	During muster trials, are there records to indicate that the vessel ensures that access/egress to the Helideck/muster station/reception area is not excessively compromised?		2	
14.5.3	Are baggage scales formally calibrated and fully operational?		2	
14.5.4	Is there evidence that the vessels Control of passengers ensures off signers are all loaded out and on-signers need to be checked in and briefed?		2	
14.5.5	Is there a secure area for handling/storing checked freight/baggage?		2	
14.5.6	Are all helideck lights functioning?		2	
14.5.7	Are wind sock(s) provided?		2	
	Section 14 subtotal credit score		**46**	
Remarks:				

15.	**DP operations**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
15.1	**General**			
15.1.1	Does the vessel have on board a copy of the most recent FMEA?		2	
15.1.2	Are the FMEA study and FMEA proving trials reports less than 5 years old?		2	

15.1.3	If the DP system is not classed, has the FMEA been assessed against IMO MSC. Circ 645?		2	
15.1.4	Is there a process for continuous review and update of the FMEA Report and FMEA Proving Trials Program?		2	
15.1.5	Has the FMEA Report and FMEA Proving Trials Program been updated within the last 5 years?		2	
15.1.6	If modifications have been undertaken, has the FME(C)A been up-dated and the modifications proven by testing?		2	
15.1.7	Are the latest revisions of the FMEA Report and FMEA Proving Trials Program approved by class?		2	
15.1.8	Is a record of FMEA proving trials available on board?		2	
15.1.9	Have the recommendations (if any) from the proving trials been addressed?		2	
15.1.10	Does the vessel have on board a copy of the most recent annual DP trial report?		2	
15.1.11	Are the annual DP trials scheduled within a year +/- 3 months of the anniversary date?		2	
15.1.12	Have recommendations from the annual DP trial report been addressed and closed out as required?		2	
15.1.13	Have all personnel involved in DP operations read and understood the FME(C) A?		2	
15.1.14	Do the failure modes meet IMO MSC Circ.645 with 'fail as set, or fail to zero' and are DPO's aware of failure modes?		2	
15.1.15	Is there onboard a DP simulator available for DPO offline training and is there a development programme in place?		2	
15.1.16	Is there a DP software control policy and procedure in place on the vessel?		2	
15.1.17	Do the vessel procedures require a minimum of two DP operators to be on duty during DP operations?		2	
15.2	**Operations**			
15.2.1	In the last 12 months has the vessel operated without experiencing any loss of position incidents?		12	
15.2.2	In the last 12 months has the vessel operated without any events resulting in a reduction of DP capability?		5	
15.2.3	Does the vessel use the IMCA Incident reporting system?		2	
15.2.4	Does the vessel carry out risk assessments for specific operations?		2	
15.2.5	Are Manual thruster control levers and emergency stops located within easy reach of the DPO?		2	
15.2.6	Can the health of the position reference systems be monitored by the DPO, independently of the DP control station?		2	
15.2.7	Does the vessel have a vessel specific DP operating manual on board?		2	
15.2.8	Do the operating procedures address the use and not use the Dynamic Positioning system?		2	
15.2.9	Have all personnel involved in DP operations read the DP Operations manual?		2	
15.2.10	Are checklists in place to cover bridge, engine room and electrical systems operation e.g. 500 m safety zone/Field arrival/pre departure (DP set-up), DPO and engine room periodical changeovers?		2	
15.2.11	Are DP footprints regularly recorded and compared against previous footprints and the DP Capability Plots?		2	

15.2.12	Depending on vessel activity and if required, are Activity Specific Operating Guidelines (ASOG) or Well Specific Operations Guidelines (WSOG) or Field Specific Operations Guidelines (FSOG) in place and utilized?		2	
15.2.13	Is the DP control console located so that the DPO can also observe the controls, the external environment and the working operations of the vessel/unit?		2	
15.2.14	Is a defined contingency matrix in place to cover weather limits and the cessation of operations?		2	
15.2.15	Is the DP alert triggering system in immediate reach of the DPO at console?		2	
15.2.16	Is there a specific hand free talk back emergency communication mean available between the DP console and strategic locations (Engine Control Room, Drill Floor)?		5	
15.3	**Equipment**			
15.3.1	Is the Dynamic Positioning control systems in good order?		2	
15.3.2	Are all position reference systems in good order?		2	
15.3.3	Are the position reference systems provided with a schematic for power supply, external inputs/outputs and wiring diagrams and antennae placement?		2	
15.3.4	Are the positions of antenna, or position reference systems origins, and their offset from the vessel centre of rotation maintained in a single file?		2	
15.3.5	Does each thruster have an independent emergency stop that is well protected against inadvertent operation?		2	
15.3.6	If fitted are the emergency stops alarmed against hidden failure?		2	
15.3.7	Does the vessel have a data recorder that records all DP parameters including operator keystrokes?		2	
15.3.8	Is there a procedure and evidence of the regular checking of the secure power supply systems (UPS Battery systems)?		2	
15.3.9	If vessel/unit is DP class 2 or 3, does the DP system have a continuous analysis function checking that in terms of thruster and power can maintain position after the worst case failure (consequence analysis function)?		2	
15.3.10	Is the DP control system fitted with additional drift off calculation function or on screen real time DP capability envelopes?		2	
15.3.11	Is the bus bar configuration in accordance with the FMEA?		2	
15.3.12	Are generators operational management procedures available and are DPOs and engineers familiar with them?		2	
15.3.13	Is the DP control system included within the Planned Maintenance System?		2	
15.3.14	Are relative and/or absolute position references considered and defined for operations?		2	
15.3.15	Are consequence analysis alarms used as input to the contingency matrix?		2	
15.4	**Competence**			
15.4.1	Are the vessels crew suitably qualified for DP Operations?		2	

15.4.2	Is there an Engineer and or Electronic Technician on-board with approved training on the DP system?		2	
	Section 15 subtotal credit score		**116**	

Remarks:

16.0	**Miscellaneous**	**Y/N/NA**	**Negative Credit points for each item**	**Credit points scored**
16.1	Has there been any case of abandonment of Seafarers / Non-payment of wages case in the last one year **If yes – negative 100 credit points**		-100	
16.2	Has there been detention of vessel under PSC / FSI in last one year under the management **If yes – negative 100 credit points** **In case of second detention under PSC / FSI in last one year – negative 150 credit points**		-100 / -150	
16.3	Has the company DOC been suspended in the last one year Has the company been issued with show cause notice by GOI in last one year. Has the vessel been with an unknown DOC / without any DOC in last one year - Provide DOC information **If any of the above points is Yes – negative 100 credit points**		-100	
16.4	Was the vessel involved with any casualty / serious incident/ accident **If yes – negative 100 credit points**		-100 / -150	

	For second instance of casualty / serious incident / accident – negative 150 credit points			
16.5	Are there any seafarer complaints registered against the company / Managers and any show cause notice issued by GOI. Are there any seafarer complaints registered against RPS company utilized by the shipowner / Manager. **If any of the above points is Yes – negative 100 credit points**		-100	
16.6	Was Major Non-conformity / Major deficiency ever issued to Company / vessel while in operation under present Managers in last one year. **If yes – negative 100 credit points**		-100	
16.7	FSI not carried out as per MS Notice 04 of 2017 **If yes – negative 100 credit points**		-100	
16.8	Frequent change of management of the vessel. (2 or more change of management in 1 year) **If yes – negative 100 credit points**		-100	
	TOTAL NEGATIVE SCORE(C)			.....

Section 17: Additional//Voluntarily Measures taken by Vessel

SR.No.	DESCRIPTION	MAX. CREDIT POINT	YES/NO	CREDIT POINT SCORED
1.	Vessel is voluntarily complying with International Ballast Water Management Convention	**20**		
2.	Vessel is voluntarily complying with Hongkong International Ship Recycling Convention	**20**		
3.	Vessel is voluntarily complying with ISM requirements (where application of ISM Code is not mandatory to the vessel)	**20**		
4.	Vessels of 5000 GT and above and achieved higher CII Ratings in the previous year. (CII Rating A-30 credit points / CII Rating B-20 credit points)	**30**		
5.	Vessel engines are meeting higher compliance with respect to NOx tier requirement	**20**		
6.	Vessel utilizing weather routing services	**10**		
7.	Vessel has implemented Biofouling Management System	**10**		
8.	Vessel manning is over and above as specified in SMD.	**10**		
9.	Vessel voluntarily provided with Sewage Treatment Plant (where STP is not a mandatory requirement for the vessel)	**20**		
10.	Surveys and audits/ inspections were carried out in time without any extension / postponements.	**20**		
11.	Vessel voluntarily provided with lifeboat (where lifeboat is not a mandatory requirement for the vessel).	**20**		
12.	Vessel is voluntarily complying with Noise Code under the provisions of regulation II-1/3-12 of the SOLAS Convention	**20**		
	TOTAL CREDIT SCORE	**220**		

Final Grading Calculation	
(A) Max. credit points (Sum of credit scores for each applicable section)	
(B) Total credit points scored (Based on inspection by surveyor)	
(C) Total Score for not applicable points (Sum of credit points for a particular check item/ requirement under any Section that is Not Applicable to the vessel)	
(D) Total negative score (Based on section 17)	
(E) Total credit scored **(B - D)**	
(F) Applicable Total credit to vessel **(A - C)**	
PERCENTAGE SCORED **(E / F)*100**	
GRADING BASED ON PERCENTAGE	
(G) Percentage Scored under section 17 - Additional//Voluntarily Measures taken by Vessel	
Notation given to vessel	
FINAL GRADING AFTER NOTATION	

Remarks:

_____

Authorized Signatory

Date: ……...

Place: ……..

Checklist for
Non Propelled Cargo Barge

Report No.:

Inspection Report in Accordance with DGS Order 06 of 2023
(Barges with or without accommodation)

Name of Ship: …….……. IMO No.: ….....

Official Number / Call sign : …… Port of Registry: …….……

Date……... Place of Inspection:……..

	NOTES:
1	Use "Y" for Yes/Satisfactory, "N" for Not Satisfactory, "NA" for Not Applicable.
2	Where any repairs or any deficiencies pending comments to be included in the remarks section.
3	Guidance on Credit Points – • Maximum credit point is mentioned against each requirements /check items. a. Where it indicates full compliance or an ideal situation or provides confidence of high performance, maximum credit points to be given. b. Where non-compliance is noted i.e. when a particular item is not satisfactory, no (zero) credit point is to be given. c. Where a non-compliance is noted and compliance is restored during inspection, credit points between highest and lowest credit points to be given based on explanation provided below. For example, where maximum credit point is mentioned as 02, for case 'a' 02 credit points is to be given, for case 'b', no credit point is to be given and for case 'c', where the compliance is restored 1 credit points to be given. Where maximum credit point is mentioned as 05, for case 'a' 05 credit points is to be given, for case 'b', no credit point is to be given and for case 'c', higher credit points (3 or 4) may be given based on restoration of full compliance while credit points 1 or 2 may be given where compliance is achieved by temporary measures e.g. issuance of a COC by class/deferment agreed with Flag Administration. • Where maximum credit point is not given to any item, justification for giving lower credit point is to be provided under Remarks for respective Section. • In case a particular check item/ requirement under any Section is Not Applicable to the vessel, no credit points are to be given for that item. • Where a particular Section is Not Applicable (for example structural modification in Section 6.3), no credit point is to be given for that Section. d. Where a vessel is found not in compliance with mandatory Convention /Code requirements that would normally be considered sufficient to detain a ship from proceeding to sea pending correction, inspection/checklist is to be completed. However, vessel is not to be graded & non-compliance is to be reported to the Owner/ managers for rectification of the same. Subsequently on restoration of compliance, the vessel is to be graded on the basis of completed checklist. Where a vessel sails out without rectifying the non-compliance, same is to be included in the report and Flag Administration is to be informed.

4 Grading to be done as follows.

S.No.	Percentage score of credit points	Grading	Remarks
01	95 % and above	A	Very Good
02	85 % to 94.9 %	B	Good
03	60 % to 84.9 %	C	Average
04	59.9 % and below	D	Below Average

5 Vessels voluntarily complying with certain Convention / Code requirements and taking additional measures which will add to safety of ship/ crew and protection of environment will be given additional credit points as per Section 13 - "Additional//Voluntarily Measures taken by Vessel".

Based on the credit points scored under Section 13, additional notation will be assigned to the vessels grade as follows:

S.No.	Percentage score of credit points	Notation
01	75 % and above	+++
02	50 % to 74.9 %	++
03	25 % to 49.9 %	+

For example:

Case 1: If a vessel is graded A and further scores 80% of credit point under Section 13, vessel's final grading will be A+++.

Case 2: If a vessel is graded A and further scores 60% of credit point under Section 13, vessel's final grading will be A++.

Case 3: If a vessel is graded A and further scores 40% of credit point under Section 13, vessel's final grading will be A+.

6	**Example for grading:** **Total credit points as per checklist:669** **Case 1: Vessel scores total credit points of 645.** The ships grading will be 'Grade A' (96%) However, if the ship was detained under PSC/FSI, 75 credit points will be deducted and the ship will get **570** credit points and in this case the ships grading will be 'Grade B" (85%) If the same ship was also involved in a casualty or serious accident, further 75 credit points will be deducted and the ship will get **495** credit points and in this case the ships grading will be 'Grade C" (74%) **Case 2: The ship scores total credit points of 590.** The ships grading will be 'Grade B' (88%) However, if the ship was detained under PSC/FSI, 75 credit points will be deducted and the ship will get **515** credit points and in this case the ships grading will be 'Grade C" (77%)

Sr. No.	Item		Details	
1.0	**GENERAL INFORMATION**			
1.1	Gross tonnage			
1.2	Date vessel/unit delivered			
1.3	Date of most recent major conversion, if applicable			
1.4	Time the inspector boarded the vessel/unit			
1.5	Time taken for Inspection			
1.6	Name of the inspector			
1.7	Date the current operator assumed responsibility for the vessel/unit			
Remarks:				
2.0	**Certification and documentation**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
2.1	**Certification**			
2.1.1	Are all the Class statutory certificates or flag state equivalent listed in the guidance, where applicable, valid and have the annual and intermediate surveys been carried out within the required range dates?		2	
2.1.2	Name of Classification Society • *Inspector shall record vessel classification history and if vessel was built under IACS Class.*		2	
2.1.3	Does the manning level meet or exceed that required by the Minimum Safe Manning Document?		2	
2.2	**Class documentation and surveys**			
2..2.1	Date of departure from the last dry-dock or underwater inspection.		2	
2.2.2	Is the vessel/unit free of conditions of class or recommendations, visas, memoranda or notations? • *Record any conditions of class or significant recommendations, memoranda, or notations of any nature, including due dates as an Observation.* • *Where a condition of class has been postponed, the details including the condition, original date and the new date for completion should be recorded as an Observation.*		2	
	Section 2 subtotal credit score		**10**	
Remarks:				

3.	Crew and contractor management	Y/N/NA	Maximum Credit points	Credit points scored
3.1	**General**			
3.1.1	Are both crew and contractors required to comply with the vessel/unit's safety management systems in full? (*While on board the vessel/unit, all contract personnel should work within the vessel/unit's SMS and permit to work system. Verify if this requirement is included in the procedures/familiarization.)*		2	
3.1.2	Is there a process in place to ensure that any proposed bridging documents integrate effectively with the vessel/unit's safety management system? • *Check that the process provides guidance on addressing any conflicts between the vessel/unit's SMS and charterer's requirements.* • *Check also that there is a formal means of verification that the Senior Staff on board understand the contents of the bridging document.*		2	
3.1.3	Are both crew and contractors required to comply with the vessel/unit's drug and alcohol policy and testing regime? *(While on board the vessel/unit, all crew and contract personnel should comply with the vessel/unit's D and A policy, except if the Contractor's policy is more restrictive.)*		2	
3.1.4	Is the drug and alcohol policy based on 'zero tolerance' (requiring zero Blood Alcohol Content (BAC) and zero drug content) for all on board the vessel/unit?		2	
3.1.5	Is Master familiar with company's policy regarding 'for cause' and 'post incident' testing requirement?		2	
3.1.6	Does the operator have a policy for unannounced drug and alcohol testing? *(Record the date of the last recorded unannounced on-board group alcohol test)*		2	
3.1.7	Is there a common language stipulated and is the safety management system documentation in this common language? *(Record which language is stipulated. Record observation if safety management system is not in common language of the crew.)*		2	
3.1.8	Is there a system for ensuring communications between contractors, the vessel/unit's crew and third parties? (*This should include information on muster stations, emergency alarms and emergency procedures.)*		2	
3.2	**Crew-specific**			
3.2.1	Do procedures address scenarios which may require down-manning of non-essential personnel from the vessel/unit?		2	
3.2.2	Are the marine crew members appropriately qualified for the operations and equipment on board?		2	
3.2.3	Is there a competence assessment process for the marine crew on board?		2	

3.2.4	Does the company operate a formal appraisal system for marine crew?		2	
3.2.5	Do all crew members hold appropriate and valid certification and is this verified on joining vessel?		2	
3.2.6	Are provisions made to provide the vessel/unit's crew with medical and first aid training and facilities?		2	
3.2.7	Are GMDSS requirements met with regard to qualified radio operator personnel, watch keeping, and designation for distress communications?		2	
3.2.8	Have the Master and/or any officers with direct responsibility for ship handling received appropriate training in ship handling for the type of vessel/unit?		2	
3.2.9	If the Master has been newly-hired within the last 12 months, did he receive appropriate pre-familiarization training, including understanding of the Company's safety management system?		2	
3.2.10	Have all the deck officers received documented training for the navigational equipment fitted on board?		2	
3.2.11	Does the company have a documented disciplinary process which facilitates removal of personnel from the vessel/unit if deemed to be a risk?		2	
3.2.12	Are the company medical procedures implemented on board?		2	
3.2.13	Is chief cook onboard qualified?		2	
3.3	**Contractor-specific**			
3.3.1	Is there evidence of training contractors in the content of the vessel/unit's safety management system?		2	
3.3.2	Is there evidence of all contractors being familiarized with the vessel/unit's emergency procedures and requirements?		2	
3.3.3	Are contractors encouraged to be involved in the vessel/unit's safety management processes, such as safety meetings?		2	
3.3.4	Is there evidence that contractor staff have appropriate training, rules of engagement and operational procedures for their plant, equipment and work scope on-board?		2	
3.3.5	Is there evidence that operator verify the adequacy of contractor's equipment prior first use?		2	
3.3.6	Have any additional hazards associated with contractor's operations and equipment been identified and risk assessed and appropriate control measures put in place?		2	
3.3.7	Do contractors supply appropriate PPE?		2	
	Section 3 subtotal credit score		**56**	

Remarks:

4.	Safety and security management	Y/N/NA	Maximum Credit points	Credit points scored
4.1	**General**			
4.1.1	Is contact details of the Designated Person Ashore (DPA) or appropriate shore-based contact clearly posted on-board?		2	
4.1.2	Has a vessel/unit safety officer been designated and trained to undertake this role?		2	
4.1.3	Are the vessel/unit's officers familiar with the operation of firefighting, lifesaving and other emergency equipment?		5	
4.1.4	Is personal protective equipment provided and available spares on board? *(Procedures should include the company's requirements for the inspection and replacement of PPE.)*		2	
4.1.5	Are the PPE requirements for tasks clearly defined and worn as required? *(Documented guidance relating to the use of equipment for specific tasks should be provided, preferably in the form of a matrix.* *Working areas should have clear signs indicating PPE requirements.*)		2	
4.1.6	Are regular safety meetings held, are the minutes recorded and does the operator provide shore management responses?		2	
4.1.7	Does the vessel/unit have documented procedures for Man Overboard scenarios?		2	
4.1.8	Are there records on board showing that accidents, incidents, non-conformities, including breaches of regulations and near misses are reported, investigated and closed out?		5	
4.1.9	Have officers responsible for incident investigation on board received incident investigation training? *(Training can be achieved by CBT and not required to be a formal course.)*		2	
4.1.10	Are smoking restrictions in place and are they being adhered to?		2	
4.1.11	Is all loose gear on deck, in stores and in internal spaces properly secured?		2	
4.1.12	Does there a risk Assessment System in place for the carriage and handling of chemicals?		2	
4.1.13	Does the safety management system contain procedures to address the control of hazardous substances used on board the vessel/unit? *(Best practice is to have hazardous substances listed within the SMS stored in areas with secondary containment)*		2	
4.1.14	Does the Vessel/Unit Safety Officer undertake periodic inspection of all areas? *(There should be records available that demonstrate that the Safety Officer carrying out a systemic inspection of all areas of the vessel/unit. Suitable records should be available and, where appropriate, defect/non-conformity reporting.)*		5	
4.1.15	If there a safety observation programme implemented on board? *(Inspector should seek evidences of safety observations records demonstrating that system is effective.)*		2	
4.2	**Medical**			

4.2.1	Is the hospital clean and tidy and ready for immediate use? *(Check that the space is not being used for storage or alternative accommodation.)*		2	
4.2.2	Is an alarm system fitted in the hospital and is it regularly tested?		2	
4.2.3	Is there an appropriately qualified individual designated to provide medical care on board? (*State which officer is designated.)*		2	
4.2.4	Is there a system for verifying and checking medical stores? (Record date last checked and by whom.)		2	
4.2.5	Are first aid kits readily available and subjected to regular inspection to confirm their contents?		2	
4.2.6	If cardiopulmonary resuscitation (CPR) equipment is carried, including oxygen resuscitators and/or defibrillators, is it regularly tested? *(Check Inspection records)*		2	
4.2.7	Are personnel familiar with CPR equipment carried on board?*(Check training and medical records)*		2	
4.2.8	Is medical advice available 24hrs a day? *(Dedicated Medical advice should be in place and available 24hrs a day. Emergency numbers should be posted or readily available)*		2	
4.2.9	Is there a formal medical evacuation plan in place?		2	
4.2.10	Are medical drills carried out at periodic intervals?		2	
4.3	**Management of change (MoC)**			
4.3.1	Is there a documented procedure in place for the management of change?		2	
4.3.2	Is there evidence to demonstrate that the MoC process is being properly applied?		2	
4.3.3	If any equipment required by operations is retro-fitted or temporarily installed, is there a formal process for assessing the integrity of connections to the vessel/unit's systems?		2	
4.4	**Drills, training and familiarization**			
4.4.1	Is there evidence that new personnel, including contractors, receive safety induction?		2	
4.4.2	Are emergency drills being carried out regularly? (Note: Emergency procedures should at least include collision, grounding, flooding, heavy weather damage, structural failure, fire, explosion, gas or toxic vapour release, critical machinery/equipment failure, re-start after partial or total power failure, rescue from enclosed spaces, serious injury and helicopter operations.)		5	
4.4.3	Is regular training in the use of life-saving equipment being undertaken and are appropriate records maintained for each person on board?		5	
4.5	**Control of work**			
4.5.1	Does the vessel/unit operate a documented permit to work (PTW) system?		2	

4.5.2	Does the PTW system specify roles and responsibilities?		2	
4.5.3	Is there a register recording permits issued and isolations performed?		2	
4.5.4	Are the period of validity and requirements for revalidation specified on the permit?		2	
4.5.5	Do personnel receive formal training in the use of the PTW system?		2	
4.5.6	Does the PTW system include an audit process?		2	
4.5.7	Does the PTW or SMS include a "Stop the Job" policy or statement?		2	
4.5.8	Is there evidence that an effective isolation process is implemented on board as part of the PTW system?		2	
4.5.9	Are documented procedures in place to ensure safe work on high voltage systems and do they address appropriate access arrangements?		2	
4.5.10	If the vessel/unit has high voltage equipment, are staff suitably trained to perform maintenance on it?		2	
4.5.11	Is there evidence that hot work procedures are implemented on board?		2	
4.5.12	If electric welding equipment is provided, is it in good order, inspected regularly and are written safety guidelines available on site?		2	
4.5.13	If gas welding and burning equipment is provided, is it inspected regularly and in good order?		2	
4.5.14	Are spare oxygen and acetylene cylinders stored apart in a dedicated storage and is the storage in a clearly marked, well-ventilated position outside the accommodation and machinery spaces?		2	
4.5.15	Are there documented procedures in place covering the use of portable electrical equipment on deck?		2	
4.5.16	Is there an effective inspection and testing programme in place to ensure that all portable electrical equipment used on board is maintained in a satisfactory condition and included in the vessel PMS?		5	
4.5.17	Are all spaces that are classed as 'enclosed spaces' identified and clearly marked?		2	
4.5.18	Is there evidence that enclosed space entry procedures are implemented on board?		2	
4.5.19	Are portable gas and oxygen analyzers provided appropriate to the vessel/unit's operations and are they calibrated and in good order?		2	
4.5.20	Are personnel onboard trained in the use and calibration of portable oxygen and gas analyzers?		2	
4.5.21	Is there evidence that working at height or over side work procedures are implemented on board?		2	
4.6	**Lifting equipment (barge)**			
4.6.1	Does the vessel/unit have a system in place for the quarantine of damaged or uncertified lifting equipment?		2	
4.6.2	Is the vessel/unit equipped with service cranes covering all anticipated operations?		2	
4.6.3	Are any personnel elevators (lifts) onboard the vessel included in the vessel/unit's PMS?		2	
4.6.4	Is an inspection and maintenance programme in place for other lifting equipment such as wire or webbing slings, shackles,		5	

	eyebolts etc.?			
4.6.5	Are test certificates available onboard for all items of loose lifting equipment including wire or webbing slings, shackles, eyebolts, etc?		2	
4.6.6	Are safety devices associated with lifting appliances fully operational?		2	
4.6.7	Are cranes, derricks, pad eyes and other securing points clearly marked with their SWL?		2	
4.6.8	Are all items of lifting gear marked with a unique identification?		2	
4.6.9	Is a colour-coding or alternative system in use to identify inspected lifting equipment?		2	
4.6.10	Is there a programme for routine testing, i.e. start-up, daily, weekly and monthly checks of lifting equipment?		2	
4.6.11	Is there a procedure requiring that all lifting operations are properly planned?		2	
4.7	**Offshore personnel transfer**			
4.7.1	Does the vessel/unit have documented procedures for transfer of personnel offshore?		2	
4.7.2	Are all personnel transfer equipment subject to an inspection and certification regime?		2	
4.7.3	Have all personnel involved in lifting/man riding operations been trained and certified to carry out such operations?		2	
4.7.4	Where fitted, is the offshore personnel gangway certified and subject to an inspection programme?		2	
4.7.5	Is there a formal check system for confirming who crosses the gangway, and is there an effective back up check system to ensure discrepancies are raised and addressed?		2	
4.7.6	If the gangway is stabilized, does the control function use a dedicated crew?		2	
4.8	**Lifesaving appliances**			
4.8.1	Are vessel/unit-specific life-saving equipment training manuals available?		2	
4.8.2	Are vessel/unit-specific life-saving equipment maintenance instructions available and are weekly and monthly inspections being carried out?		5	
4.8.3	Are muster lists displayed onboard?		2	
4.8.4	Is there a maintenance and test schedule for lifeboat, Rescue boat on-load release gear, davit launched life raft automatic release hooks, and free-fall lifeboat release systems, where fitted?		5	
4.8.5	If vessel/unit has lifeboats, are the lifeboats, including their equipment and launching mechanisms, in good order?		2	
4.8.6	Are lifeboat (if fitted) and life raft operating instructions displayed?		2	
4.8.7	If vessel/unit has a rescue boat, is the rescue boat, including its equipment and launching arrangement available for use and in good order?		2	
4.8.8	Are life rafts in good order and within due date?		2	

4.8.9	Are hydrostatic releases, where fitted, correctly attached?		2	
4.8.10	Are survival craft portable VHF radios and Search and Rescue Radar Transponders (SART's) in good order and charged?		2	
4.8.11	Are lifebuoys, lights, buoyant lines, quick release mechanisms and self-activating smoke floats in good order?		2	
4.8.12	Are lifejackets in good order?		2	
4.8.13	Are lifejacket donning instructions displayed?		2	
4.8.14	If vessel is outfitted with immersion suits, are the immersion suits available for use and free of defects?		2	
4.8.15	Are pyrotechnics, including line throwing apparatus, in date and in good order?		2	
4.8.16	Are the locations of life saving appliances marked with IMO or equivalent certifying authority symbols?		2	
4.8.17	Is the LSA plan seen to be up to date and represent the current arrangements on the Vessel/Unit?		2	
4.9	**Fire Fighting**			
4.9.1	Are vessel/unit-specific fire training manuals available?		2	
4.9.2	Are vessel/unit-specific firefighting equipment maintenance instructions available and are weekly and monthly inspections being carried out?		5	
4.9.3	Are records available to show that samples of foam compound have been tested at regular intervals?		2	
4.9.4	Is a fire control plan exhibited within the accommodation, is a copy available externally and is equipment correctly marked on it?		2	
4.9.5	Are fire mains, pumps, hoses and nozzles in good order and available for immediate use?		2	
4.9.6	Is the International shore fire connection readily available externally and is the location clearly marked?		2	
4.9.7	Are fixed fire detection and alarm systems, if fitted, in good order and tested regularly?		2	
4.9.8	Are fixed fire extinguishing systems, where fitted, in good order and are clear operating instructions posted?		2	
4.9.9	Is the emergency fire pump in full operational condition and are starting instructions clearly displayed?		2	
4.9.10	Are portable fire extinguishers in good order with operating instructions clearly marked?		2	
4.9.11	Are firemen's outfits and breathing apparatus in good order, provided with fully charged cylinders and ready for immediate use?		2	
4.9.12	If fitted, are emergency escape breathing devices in good order and ready for immediate use?		2	
4.9.13	Are accommodation and ventilation fan emergency stops in good order and clearly marked to indicate the spaces they serve?		2	
4.9.14	Are fire flaps in good order and clearly marked to indicate the spaces they serve?		2	
4.9.15	If vessel has FiFi notation, is the associated equipment in good order?		2	
4.9.16	Are Fire Doors Operational and part of a planned maintenance and inspection regimes?		2	

4.10	**Access**			
4.10.1	Is a safe means of access provided, including, where appropriate, the provision of a gangway, accommodation ladder, pilot ladder, safety net, lifebuoy and line?		2	
4.10.2	Does the vessel/unit have a set of documented procedures/guidance for helicopter winching operations?		2	
4.10.3	Where the vessel/unit is not fitted with a helideck, and Chapter 14 is not applicable, does the vessel/unit have a set of procedures/guidance for helicopter winching operations in the event that they may need to be enacted?		2	
	Section 4 subtotal credit score		**240**	
Remarks:				

5.	**Pollution prevention and environmental management**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
5.1	**Pollution prevention**			
5.1.1	Is the Engine Room (Part I) Oil Record Book (ORB) and, if applicable, Part 2, correctly completed?		5	
5.1.2	Are controls in place to manage ozone depleting substances in compliance with MARPOL or local requirements?		2	
5.1.3	Do the sludge and bilge tanks designated in Form A or Form B of the IOPP Certificate and those listed in the Oil Record Book Part I, agree?		2	
5.1.4	Is the Oil Record Book free of any pollution incidents or violations?		2	
5.1.5	If the disposal of engine room oily water or sludge to a shore facility has taken place, has the event been recorded in the Engine Room Oil Record Book, did the vessel/unit receive a statement or certificate of disposal from the shore facility and did it state the quantity disposed?		2	
5.1.6	Are thruster seals free of hydraulic leaks?		2	
5.1.7	Are there containment arrangements fitted around hydraulic machinery in case of leaks?		2	
5.1.8	Is there evidence that the oily water separator control system and engine room bilge oily water separator/filtering system is maintained in good working order?		2	
5.1.9	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?		2	
5.1.10	Are there any bilge spaces pumped directly overboard and are appropriate arrangements in place to monitor and prevent "contaminants" being discharged overboard?		2	
5.2	**Shipboard oil and marine pollution emergency plans**			

5.2.1	Is an approved MARPOL Shipboard Oil Pollution Emergency Plan (SOPEP) or Shipboard Marine Pollution Emergency Plan (SMPEP) provided?		2	
5.2.2	Is the IMO Coastal Contact List up to date and is the Master aware of port contact procedures?		2	
5.2.3	Is there evidence that the vessel/unit has carried out regular drills and that the contents of the SOPEP/SMPEP Manual have been reviewed?		2	
5.3	**Bulk liquid transfers**			
5.3.1	Is there evidence of a pre-transfer conference being held between the vessel/unit and the receiving/discharging facility before the transfer of Bulk Liquids begins?		2	
5.3.2	Are spill containment arrangements provided in way of bulk transfer manifolds?		2	
5.3.3	Are manifold spill containers, if provided, empty and are the drainage arrangements satisfactory?		2	
5.3.4	If carried, are the hoses and connections used for the transfer of bulk liquids free of defects?		2	
5.3.5	If carried, are all transfer hoses routinely tested?		2	
5.3.6	Are transfer hoses fitted with lifting saddles and stowed in racks?		2	
5.3.7	If carried on board, are transfer hoses fitted with flotation collars?		2	
5.4	**Garbage and Sewage management**			
5.4.1	Does the vessel/unit have a garbage management plan and has garbage been handled and disposed of in accordance with MARPOL?		2	
5.4.2	Has the Garbage Record Book been correctly completed?		2	
5.4.3	Are controls in place to ensure that sewage treatment plant discharges comply with MARPOL or local requirements?		2	
	Section 5 subtotal credit score		**49**	

Remarks:

6.	**Structural condition**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
6.1	**General**			
6.1.1	Is the hull free from visible structural defects that warrant further investigation?		5	
6.1.2	Are weather decks free from visible structural defects that warrant further investigation?		2	
6.1.3	Where deck sheathing exists, are records available regarding removal of sheathing and checking of deck and sheathing condition?		2	

6.1.4	Is the superstructure free from visible structural defects that warrant further investigation?		5	
6.1.5	Are internal spaces free from visible structural defects that warrant further investigation?		5	
6.1.6	If there has been any significant structural damage to the vessel/unit, have repairs been undertaken to the satisfaction of an attending Class surveyor?		2	
6.1.7	If the vessel has any through-hull penetrations, are they in good order and subjected to Class approval?		5	
6.2	**Stability**			
6.2.1	Is there a designated person responsible for cargo and/or ballast operations?		2	
6.2.2	Are stability records maintained on board in line with the operators procedures?		2	
6.2.3	Is an approved stability book available onboard that includes both intact and damage stability scenarios?		5	
6.2.4	Is the vessel/unit free from any known stability limitations as noted in the stability book?		2	
6.2.5	Is there a system of verifying and recording the calibration of tank gauging systems and level alarms?		2	
6.2.6	Do documented procedures require checking of differences between actual and calculated displacements and are records maintained?		2	
6.2.7	Are chain lockers, or other spaces at risk of flooding fitted permanently installed means to pump out?		2	
6.3	**Structural modifications**			
6.3.1	Has the vessel/unit's Classification society or certifying authority been involved in assessing/approving any structural modifications to the vessel/unit?		2	
6.3.2	Is there evidence that the vessel/unit's stability information has been updated when structural or mission specific equipment modifications have taken place?		2	
6.3.3	If applicable, are the vessel/unit's Master and Officers fully aware of the changes to stability information as a result of the structural or plant modifications?		2	
	Section 6 subtotal credit score		**49**	

Remarks:

7.	**Barge Operations**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
7.1.1	Are the towing bridle and/or tow pads in satisfactory condition, regularly inspected and certified?		2	
7.1.2	If fitted is the Surge Protection gear in Satisfactory condition?		2	

7.1.3	Is an emergency towing gear rigged on the barge, is it regularly inspected and certified?		2	
7.1.4	If fitted with a loading ramp is the ramp marked with a SWL?		2	
7.1.5	If fitted, is the emergency anchoring equipment in good condition?		2	
7.1.6	Is the barge fitted with at least four mooring bollards/stag horns on each side?		2	
7.1.7	Are the Mooring fittings marked with SWL?		2	
7.1.8	If fitted, is the bridle recovery winch and recovery line in good condition?		2	
7.1.9	Are towline connections capable of quick release under adverse conditions?		2	
7.1.10	Where towing connections can be released from the brackets, does the fairlead design allow all the released parts to pass through the fairlead?		2	
7.1.11	Are access ladders in good condition?		2	
7.1.12	Are towing brackets and fairleads part of planned maintenance system?		2	
	Section 7 subtotal credit score		**24**	

Remarks:

8.	**Mooring**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
8.1	**Mooring**			
8.1.1	Are certificates available for all mooring ropes, wires, chains, shackles, etc.?		2	
8.1.2	Are there records of the inspection and maintenance of mooring ropes, wires and equipment?		2	
8.1.3	Are there sufficient marine crew to conduct safe mooring operations?		2	
8.1.4	Is there a means of communication (primary and backup) to support mooring operations?		2	
8.2	**Mooring procedures**			
8.2.1	Are alongside (Jetty/Dock) mooring procedures available?		2	
8.2.2	Are mooring lines secured to bitts turned up correctly?		2	
8.2.3	Are all powered mooring lines correctly reeled on drums?		2	
8.2.4	If fitted are all powered mooring lines secured on brakes and are the winches out of gear?		2	
8.2.5	Are all mooring lines stowed neatly to minimize tripping hazards and are mooring areas clear and unobstructed?		2	
8.2.6	If the vessel/unit is equipped with fenders for mooring alongside, are they in good condition and properly secured?		2	

8.2.7	Is there a maintenance system for the mooring equipment on board?		5	
8.3	**Equipment**			
8.3.1	If fitted are all mooring winches in good order?		2	
8.3.2	Are mooring wires and ropes in good order?		2	
8.3.3	If fitted are pedestal fairleads, roller fairleads and other rollers well-greased and free to turn and are bitts and chocks free of grooving?		2	
8.3.4	Are sufficient closed fairleads available for 'ship-to-ship' mooring?		2	
8.3.5	Are appropriate stoppers available and in good condition?		2	
8.4	**Anchoring equipment**			
8.4.1	Are windlasses, anchors, locking bars and cables in a good order condition and operating effectively?		2	
8.4.2	If fitted, are chain locker doors securely battened down?		2	
8.4.3	If fitted, are spurling pipes normally secured to prevent water ingress?		2	
8.5	**Spread mooring**			
8.5.1	Does the vessel/unit have procedures for spread mooring with anchors?		2	
8.5.2	Has an FME(C) A been carried out on spread moored systems?		2	
8.5.3	Is certification available for mooring chains, wires and ancillaries for each leg?		2	
8.5.4	Is there a system for monitoring and recording of mooring line tension and lineout/scope of spread moored systems and are records maintained?		2	
8.5.5	Is there a system for maintenance and calibration of lineout, scope and tension meters and are records maintained?		2	
8.5.6	Are the controls for local and, if applicable, remote winch/windlass operation in good order?		2	
8.5.7	Are the emergency stops, if fitted, for winches/windlasses routinely tested and records maintained?		2	
	Section 8 subtotal credit score		**55**	
Remarks:				
9.	**Communications**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
9.1	**General**			
9.1.1	Are instructions for operating the digital selective calling and satellite communications equipment in an emergency clearly displayed?		2	

9.1.2	Are the vessel/unit's call sign and Inmarsat ship station identity clearly marked on the radio installation?		2	
9.1.3	Can officers demonstrate a satisfactory understanding of how to operate communications equipment in an emergency?		5	
9.1.4	Is a continuous listening watch maintained on VHF channel 16?		2	
9.1.5	Are officers aware of the requirements for position updating on two-way communications equipment?		2	
9.1.6	Has the AIS been programmed with up-to-date voyage information?		2	
9.1.7	Are GMDSS requirements met with regard to qualified radio operator personnel, watch keeping, and designation for distress communications?		5	
9.1.8	Are periodical tests of communications equipment carried out and recorded as required?		5	
9.1.9	Is the Radio Log being maintained correctly?		2	
9.1.10	If applicable, are radio emergency batteries in a satisfactory fully charged condition and the battery log completed up to date?		2	
9.1.11	Are arrangements in place to ensure the availability of the radio equipment?		2	
9.2	**Equipment**			
9.2.1	Is the communications equipment in good order?		2	
9.2.2	Is the satellite EPIRB fitted, armed and labelled correctly and inspected in accordance with the manufacturer's requirements?		5	
9.2.3	Is the vessel/unit equipped with sufficient portable radios for use on deck?		2	
9.2.4	Are there documented procedures for the use of communications equipment within 500 m/ safety zones?		2	
	Section 9 subtotal credit score		**42**	

Remarks:

10.	**Machinery**			
10.1	**Planned maintenance**			
10.3.1	Is a planned maintenance system in place, being followed and is it up to date?		2	
10.3.2	Are items of critical equipment identified in the planned maintenance system?		5	
10.3.3	Is an accurate and up to date inventory of spare parts being maintained?		2	

10.2	**Safety management**			
10.2.1	Are emergency escape routes clearly marked, unobstructed and lit?		5	
10.2.2	Is the level of lighting in all areas of the machinery spaces satisfactory and are the lights covered?		2	
10.2.3	Are vessel/unit's engine/boiler exhausts fitted with spark arresters for safe operation?		2	
10.2.4	Do records indicate the regular testing of emergency equipment?		2	
10.2.5	Are machinery emergency stops and shut offs clearly marked and do records indicate that they have been regularly tested?		2	
10.2.6	Are diesel engine high and low pressure fuel delivery pipes jacketed or screened?		2	
10.2.7	Are diesel engine exhausts and other hot surfaces in the vicinity of fuel, diesel, lubricating and hydraulic oil pipes protected against spray?		2	
10.2.8	Are hot surfaces, particularly diesel engines, free of any evidence of fuel, diesel and lubricating oil?		2	
10.2.9	Are fuel and lubricating oil handling areas, including purifier rooms, if applicable, ventilated and clean?		2	
10.2.10	Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray?		2	
10.2.11	Is deck insulation provided to the front and rear of medium power (i.e. 220V to 1000V) electrical switchboards and is it in a satisfactory condition?		2	
10.2.12	If fitted, are gauge glass closing devices on oil tanks of a self-closing, fail-safe type and not inhibited?		2	
10.2.13	If fitted, are self-closing sounding devices to double bottom tanks in good order, closed and capped?		2	
10.2.14	Are all items of moving machinery which may present a hazard provided with guards?		2	
10.2.15	Are workshop machine tools in a safe condition and is eye protection available?		2	
10.2.16	Is all loose gear in the machinery spaces, stores and steering compartment properly secured?		2	
10.2.17	Are chemicals properly stowed and are Material Safety Data Sheets available?		2	
10.2.18	Are bilge systems operational and bilges free of oil, rubbish and sediment?		5	
10.2.19	Are bilge high level alarm systems regularly tested and are records maintained?		2	
10.2.20	Are seawater pumps, sea chests and associated pipework in a satisfactory condition and free of hard rust and temporary repairs, particularly outboard of the ship-side valves?		2	
10.2.21	Are valves and pipework marked or colour coded?		2	
10.3	**Machinery status**			
10.3.1	Are all items of main, auxiliary and emergency plant in good order and reported to be fully operational?		5	
10.3.2	If applicable is the Engine Room local Engine control station in good order and are engineers familiar with the procedure		2	

	for taking control from the bridge in an emergency?			
10.3.3	Are concise starting instructions for the emergency generator, where fitted, clearly displayed?		2	
10.3.4	Where applicable, is the emergency generator fuel tank provided with sufficient fuel?		2	
10.3.5	Where an emergency generator is not fitted, are engine room emergency batteries in good order and fully charged?		2	
10.3.6	Is all electrical equipment including junction boxes and cable runs in good order?		2	
10.3.7	Are switchboards free of significant earth faults?		2	
10.3.8	Are emergency electrical power supplies fully operational?		2	
	Section 10 subtotal credit score		**76**	

Remarks:

11.	**General appearance and condition**	**Y/N/NA**	**Maximum Credit points**	**Credit points scored**
11.1	**Hull, superstructure and external weather decks**			
11.1.1	Is the general condition, visual appearance and cleanliness of the hull satisfactory?		5	
11.1.2	Are hull markings clearly indicated and correctly placed?		2	
11.1.3	Is the general condition, visual appearance and cleanliness of the external decks satisfactory including nonslip surfaces in working areas and access routes?		2	
11.1.4	Does the structure include arrangements designed to minimize hazards associated with falls from heights?		2	
11.1.5	Is the general condition of service pipework satisfactory and is it free from significant corrosion and pitting and soft patches or other temporary repairs?		5	
11.1.6	Are all deck openings, including watertight doors and portholes, in a satisfactory condition and capable of being properly secured?		2	
11.1.7	Are there documented procedures for the operation of powered watertight doors which require doors to be left in the normally closed position?		2	
11.1.8	Are all watertight doors included in the planned maintenance system?		2	
11.1.9	If fitted are all watertight door position indicators operating correctly?		2	
11.1.10	Are all cable transits and bulkhead penetrations correctly assembled?		2	

11.1.11	Is a programme in place that covers the periodic inspection of all tanks, void spaces, chain lockers and cofferdams, and their coatings?		2	
11.1.12	Are fuel, ballast and other space vents and air pipes in a satisfactory condition, marked to indicate the spaces they serve and does visual evidence indicate regular maintenance?		5	
11.1.13	Is the general condition, visual appearance and cleanliness of the superstructure satisfactory?		5	
11.2	**Electrical equipment**			
11.2.1	Is deck lighting adequate?		2	
11.2.2	Is the general condition of electrical equipment, including light fittings, conduits and wiring, satisfactory?		2	
11.3	**Internal spaces**			
11.3.1	Are internal spaces and storerooms clean and tidy?		2	
11.3.2	Are the forecastle space, rope stores and after stores free of water?		2	
11.4	**Accommodation Areas**			
11.4.1	Is the accommodation clean and tidy?		2	
11.4.2	Are alleyways free of obstructions and exits clearly marked?		2	
11.4.3	Are public spaces, including smoke rooms, mess rooms, sanitary areas, food storerooms, food handling spaces, refrigerated spaces, galleys and pantries clean, tidy and in a hygienically satisfactory condition?		2	
11.4.4	Are laundries and drying rooms free of accumulations of flammable materials that could constitute a fire hazard?		2	
11.4.5	Is the level of accommodation lighting satisfactory?		2	
11.4.6	Is the condition of electrical equipment in the accommodation satisfactory?		2	
11.4.7	Are personnel alarms in refrigerated spaces in good order and regularly tested?		2	
11.4.8	Do the food storage areas appear to be kept in good order?		2	
11.4.9	Are food handlers wearing correct clothing?		2	
11.4.10	Are fridge, freezer and dry store areas being maintained at suitable temperature?		2	
11.4.11	Are tests undertaken of the potable water system and is regular maintenance carried out and recorded for both domestic and supplied potable water?		2	
	Section 11 subtotal credit score		**68**	

Remarks:

12.0	**Miscellaneous**	**Y/N/NA**	**Negative Credit points.**	**Credit points scored**
12.1	Has there been any case of abandonment of Seafarers / Non-payment of wages case **If yes – negative 75 credit points**		-75	
12.2	Has there been detention of vessel under PSC / FSI in last one year **If yes – negative 75 credit points** **In case of second detention under PSC / FSI in last one year – negative 150 credit points**		-75 -150	
12.3	Has the company DOC been suspended in the last one year Has the company been issued with show cause notice by GOI in last one year. Has the vessel been with an unknown DOC / without any DOC in last one year - Provide DOC information **If any of the above points is Yes – negative 75 credit points**		-75	
12.4	Was the vessel involved with any casualty / serious incidents/ accidents **If yes – negative 75 credit points**		-75	
12.5	Are there any seafarer complaints registered against the company / Managers and any show cause notice issued by GOI. Are there any seafarer complaints registered against RPS company utilized by the shipowner / Manager. **If any of the above points is Yes – negative 75 credit points**		-75	
12.6	Was Major Non-conformity / Major deficiency ever issued to Company / vessel while in operation under present Managers in last one year **If yes – negative 75 credit points**		-75	
12.7	FSI not carried out as per MS Notice 04 of 2017 If yes – negative 75 credit points		-75	
12.8	Frequent change of management of the vessel. (2 or more change of management in 1 year) If yes – negative 75 credit points		-75	
	Total Negative score			

Section 13: Additional//Voluntarily Measures taken by Vessel

SR.No.	DESCRIPTION	MAX. CREDIT POINT	YES/NO	CREDIT POINT SCORED
1.	Vessel is voluntarily complying with International Ballast Water Management Convention	**20**		
2.	Vessel is voluntarily complying with Hongkong International Ship Recycling Convention	**20**		
3.	Vessel is voluntarily complying with ISM requirements (where application of ISM Code is not mandatory to the vessel)	**20**		
4.	Vessels of 5000 GT and above and achieved higher CII Ratings in the previous year. (CII Rating A-30 credit points / CII Rating B-20 credit points)	**30**		
5.	Vessel engines are meeting higher compliance with respect to NOx tier requirement	**20**		
6.	Vessel utilizing weather routing services	**10**		
7.	Vessel has implemented Biofouling Management System	**10**		
8.	Vessel manning is over and above as specified in SMD.	**10**		
9.	Vessel voluntarily provided with Sewage Treatment Plant (where STP is not a mandatory requirement for the vessel)	**20**		
10.	Surveys and audits/ inspections were carried out in time without any extension / postponements.	**20**		
11.	Vessel voluntarily provided with lifeboat (where lifeboat is not a mandatory requirement for the vessel).	**20**		
12.	Vessel is voluntarily complying with Noise Code under the provisions of regulation II-1/3-12 of the SOLAS Convention	**20**		
	TOTAL CREDIT SCORE	**220**		

Final Grading Calculation	
(A) Max. credit points (Sum of credit scores for each applicable section)	
(B) Total credit points scored (Based on inspection by surveyor)	
(C) Total Score for not applicable points (Sum of credit points for a particular check item/ requirement under any Section that is Not Applicable to the vessel)	
(D) Total negative score (Based on section 12)	
(E) Total credit scored **(B - D)**	
(F) Applicable Total credit to vessel **(A - C)**	
PERCENTAGE SCORED **(E / F)*100**	
GRADING BASED ON PERCENTAGE	
(G) Percentage Scored under section 13 - Additional//Voluntarily Measures taken by Vessel	
Notation given to vessel	
FINAL GRADING AFTER NOTATION	

Remarks:

_____

Authorized Signatory

Date: ……...

Place: ……..