



# TÜRK LOYDU

## Port State Control Preparation Checklist

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### REDUCING THE RISK OF PORT STATE CONTROL DETENTIONS

This checklist is prepared to reduce the risk of your ship being detained as part of your final checks prior to voyage and port entry. These checks will help to ensure that the items continue to conform to international convention requirements. It is strongly recommended that all items in this checklist are checked on a routine basis.

This checklist is to supplement the owners own operation and maintenance procedures.

#### Are you prepared for a Port State Control Inspection?

It should be noted that first impression is always important and PSC Officers always start their inspections as soon as they see the ship at berth or at anchorage. Ships outer paint and markings on hull must be in good condition always. Clean dressed officers and crew with suitable personnel protective equipment (helmet, gloves, eye protection, etc.) must be available on the gangway to welcome PSC Officers.

PSC Officers always commence their inspection in the Master's Office. It is essential that certification is up-to-date and valid. All other necessary documents, records and manuals should, where required be approved and onboard.

If any equipment is broken or missing, or the ship has suffered damage reroute, the Master must notify the port authorities prior to port entry. If the port authorities are informed of the problem and of any permanent or temporary repairs remedies agreed with Class or the Flag State, the vessel should not be detained.

If your ship is detained, or appears to be detained you may contact Türk Loydu Head Office or Branch Offices immediately for assistance.

The major PSC Organisations publish their criteria for targeting a ship on their websites. Ship owners and managers should use these criteria to calculate the target rating of their ships.

A ship owner or manager may disagree with the findings of the PSC Officer and the majority of the regional PSC Organisations have guidelines on how to appeal against a detention. These can also be found on their websites.

Paris MOU – [www.parismou.org](http://www.parismou.org)

Mediterranean MOU – [www.medmou.org](http://www.medmou.org)

Blacksea MOU – [www.bsmou.org](http://www.bsmou.org)

Tokyo MOU – [www.tokyo-mou.org](http://www.tokyo-mou.org)

For further assistance in relation with PSC Procedures you may contact Türk Loydu Marine Division.

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## SURVEY CHECKLIST

CONTROL RESULT      Y: Satisfactory    N: Unsatisfactory    N/A : Not-applicable

		ITEM	CONTROL RESULT	REMARK
<b>I</b>		<b>CERTIFICATION AND DOCUMENTATION</b>		
	1	Certificate of Registry		
	2	International Tonnage Certificate (1969)		
	3	Cargo Ship Safety Construction Certificate and Exemption Certificate if any		
	4	Cargo Ship Safety Equipment Certificate and Exemption Certificate if any -Record of Equipment (Form E)		
	5	Cargo Ship Safety Radio Certificate and Exemption Certificate if any -Record of Equipment (Form R)		
	6	Document of Compliance for the Carriage of Dangerous Goods		
	7	IMSBC Code Certificates (Group B, A, C)		
	8	Certificate of Fitness for the Carriage of Liquefied Gases in Bulk		
	9	Certificate of Fitness for Carriage of Dangerous Chemicals in Bulk		
	10	International Oil Pollution Prevention Certification -Record of Construction and Equipment (Form A or Form B)		
	11	International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk		
	12	International Sewage Pollution Prevention Certificate -Approved Rate of Sewage Discharge (Applicable for sewage holding tanks only) -Type Approval Certificate of Sewage Treatment Plant		
	13	International Air Pollution Prevention Certificate -Record of Construction and Equipment		
	14	Engine Air Pollution Prevention Certificate -Records of Construction -Approved Technical Files		
	15	International Load Line Certificate (1966) and Exemption Certificate if any -Record of Conditions Assignment of Load Lines		
	16	AFS Certificate		
	17	Bunker Convention Certificate		
	18	Certificate of Class -Classification Survey Status		
	19	Survey Report File (ESP Ship's) -Reports of structural surveys -Condition evaluation report -Thickness measurement reports -Survey planning document -Main structural plans of holds and ballast tanks -Previous repair history -Inspection of ship's personnel		
	20	Copy of valid Document of Compliance (DOC)		
	21	Valid Safety Management Certification (SMC)		

22	Valid International Ship Security Certificate		
23	Approved Ship Security Plan		
24	Continuous Synopsis Record (CSR) Form A, B and C		
25	Last 10 port of call MARSEC security level records		
26	Certificate of SSO		
27	Maritime Labour Certificate or Voluntary Maritime Labour Certificate		
28	Approved DMLC I and/or DMLC II		
29	Working Arrangements Table		
30	Oil Record Book Part I and Part II filled out properly using letter codes		
31	Cargo Record Book		
32	Garbage Management Plan, Placards and Garbage Record Book		
33	Approved Intact Stability Booklet		
34	Approved Damage Stability Booklet (For the vessels; more than 100 m length built after February 1992, more than 80 m length July 1998)		
35	Cargo Securing Manual		
36	Crude Oil Washing Manual		
37	Document of Authorization for the carriage of Grain		
38	Grain Loading Manual		
39	Approved "Shipboard Oil Pollution Emergency Plan (SOPEP)" is available and annexes are updated.		
40	Approved "Shipboard Marine Pollution Emergency Plan (SMPEP)" is available and annexes are updated.		
41	Procedures and Arrangements Manual (Dangerous Chemicals)		
42	Operation Manual for LNG/LPG Carriers		
43	Emergency Towing Procedures (tanker and passenger ships)		
44	Reports of previous Port State Control Inspections		
45	Manifest of Stowage Plan for Dangerous Goods		
46	Damage Control Plans (the vessels built after 01.02.1992)		
47	Official Deck Log Book. Following entries should be verified on Log Book; - Onboard Training and Instruction - Lifeboat falls - Steering Gear Test before departure - Communication system bridge to steering gear test - Full movement of rudder test - Safety Drills - Weekly/Monthly/Three Monthly/Six Monthly/Annual safety equipment checks - Lifeboat Engine test		
48	Engine Log Book		
49	Radio Log Book		
50	Radio Stations License		
51	Medical Certificate		
52	ODS Record Book		
53	Lifeboat/Rescue Boat Launching Devices Servicing Certificates (annually /five yearly load tests)		
54	Lifeboat On Load Release Gear Servicing Certificate		

55	Liferaft Servicing Certificates		
56	Liferaft Hydrostatic Release Certificates		
57	Lifejacket Certificate		
58	Fire Control Plans		
59	Fire Training Manual, Fire Operational and Maintenance Booklet		
60	Cargo Gear Booklet and Endorsements of Periodic Surveys -Cargo Gear Quinquennial Load Test Certificate		
61	Approved rigging plan for cargo gear		
62	Ship Sanitation Control Certificate (Ex. Deratting Certificate)		
63	AIS Annual Test Report by Approved/Authorized Radio Surveying Company -AIS Testing Company "Authorization Letter" from Class Society or Manufacturer		
64	LRIT Conformance Test Report		
65	VDR / S-VDR Type Approval Certificate		
66	Annual Test Report of EPIRB		
67	Approved Bilge and Sludge Piping Plan		
68	Approved Sewage Piping Plan Available		
69	Capacity Plan (Compare Information on Stability Booklet)		
70	Pilot Ladder Type Approval Certificate (Pilot Ladders on or after 01.07.2012)		
71	Accommodation Ladders Load Test Report		
72	Portable Gangway Load Test Report		
73	ECDIS Type Approval Certificate		
74	Ship Energy Efficiency Management Plan (SEEMP)		
	<b>Nautical Publications</b>		
75	Charts up-to date with latest corrections		
76	ECDIS up-to date with latest corrections		
77	Sailing Directions up-to date with latest corrections		
78	List of Lights up-to date with latest corrections		
79	List of Radio Signals		
80	ITU Publications		
81	Nautical Almanac		
82	Notice to Mariners up-to date with latest corrections		
83	Cumulative list of notice to mariners (January or June Edition)		
84	Chart Catalogue (yearly updated)		
85	Tide Tables up-to date with latest corrections		
86	International Code of Signals up-to date with latest corrections		
87	IAMSAR Manual Volume III		
88	IMO Publications - SOLAS - MARPOL - STCW - COLREG - Load Line - IMSBC Code		

		- IMDG Code - Grain Code - BLU Code (for bulk carriers) - FSS Code - LSA Code - ISM Code - ISPS Code		
	89	ILO Publications - MLC, 2006		
	90	Flag Administration Circulars up-to date with latest corrections		
	91	Medical Guide latest edition		

II	NAVIGATION		
	The following navigation equipment should be checked to be in order;		
1	Magnetic compasses (bubble in? foundation intact, lighting), Deviation Table and Error Log book		
2	Communication system with main steering room working properly		
3	Gyro compass (including repeaters) and error log book (Difference between master gyro and repeaters should be max. 0.5 degrees)		
4	9 GHz Radar (a second 9 GHz radar or 3 GHz radar for GT>3000) (Effective diameter of screen min. 180 mm. for marine radars)		
5	ARPA (for ships GT>10000) (GPS, Gyro-compass and speed log connected)		
6	Course Recorder if fitted, spare papers for printers		
7	Echo sounder working properly with operating times, ports recorded and available with spare paper and ink		
8	Speed and distance indicator with input from heading device and Propeller revolution counter		
9	Rate of turn indicator (for ships GT>50000)		
10	Displays for rudder angle, propeller revolutions, thrust, pitch and other indicators visible at main steering station		
11	Auto-pilot with change over instructions		
12	Sound signals (whistle, gong, bell) and shapes (2 black balls, 1 diamond shape at bridge, 1 black ball at fore-castle) in good condition		
13	Daylight signalling lamp independent from ship's power supply and working satisfactorily		
14	NUC (Not Under Comment) lights correctly positioned?		
15	Top red light separate from NUC lights (for tankers only)		
16	Navigation lights. Tested on main and emergency supply. Checked correct bulbs fitted; lenses clean; arc screens fitted, spares available with certificates, sidelight inboard screens painted matt black; securing brackets and mountings in good condition		
17	Navigation light failure warning on bridge tested		
18	Current edition of International Code of Signals available		
19	Chart correction log being kept		
20	Charts in use appropriate for the ships current voyage plan		
21	Mechanical clocks (2 pcs.) for LMT and GMT		
22	Signal Flags (complete set)		

23	Country Flags		
24	ECDIS updated also back-up paper charts provided		
25	GPS working properly		
26	Passage Plan from berth to berth for current voyage available and undersigned by all navigating officers		
27	GMDSS equipment (Antennas, VHF installations, MF and HF Radio Installations, INMARSAT Ship earth stations, Navtex receiver, INMARSAT EGC receiver) in good condition, spare papers for printers is available		
28	GMDSS batteries have been checked and found in good condition		
29	Crew capable of operating NAVTEX and safety messages available for review		
30	Satellite EPIRB clearly marked, able to float free, manual release fitted, Hydrostatic Release Unit within service. Can be manually activated.		
31	Search and rescue locating devices are capable of operating with batteries in date (SART/AIS SART) min. 2 pcs>500 GT, 300 GT<1 pcs<500 GT		
32	Line-throwing appliances have been checked for validity and quantity		
33	Rocket parachute flares have been checked for validity and quantity		
34	VDR fitted and annual performance test certificate on board		
35	Radio Log properly filled (Ship particulars, routine tests or records available)		
36	GMDSSS personnel have valid certificates and required number of operators on board		
37	AIS fitted and updated for current voyage		
38	Pilot ladder and embarkation arrangements in good condition		
39	Pre-arrival and pre-departure tests been carried out and recorded to log books		
40	Chronometer error log-book has been checked and found satisfactory		
41	Bridge Navigation and Watchkeeping Alarm System (BNWAS) checked and found satisfactory		
42	Compass bearing device (Pelorus or Azimuth ring)		
43	Automatic Tracking Aid (ATA) checked and found satisfactory (Ships above 500 grt, build later 01.07.2002)		

<b>III</b>	<b>LIFE SAVING APPLIANCES</b>		
1	Muster Lists in working language of crew posted throughout ship showing duties of all crew members		
2	Emergency instructions provided for each person onboard		
3	Training Manuals available in crew mess rooms or cabins (SOLAS, Fire Training Manuals, Fire Maintenance/Operational Booklet)		
4	Life Saving Appliances on-board maintenance instructions available		
5	All pyrotechnics, smoke signals and line throwing appliances within manufacturer expire dates (12 parachute pyrotechnics at bridge, 4 pcs. line throwing apparatus)		
6	Minimum 3 VHF Radiotelephone apparatus working satisfactorily, clip, case and antenna in good condition (2 min. <500gt) (together with spare batteries and separate charges for each radio with valid date)		
	<b>Lifeboats, Rescue Boats and Launching Arrangements</b>		
7	Lifting hooks checked for condition		

8	Boat structure visually checked for condition		
9	Mechanical propulsion tested and operative		
10	Portable exposure covers, supports and securing arrangements checked for condition		
11	Number of persons approved to carry, name of the ship, number of lifeboat and port of registry clearly marked		
12	Each seating position is clearly indicated		
13	Totally enclosed lifeboat canopy and closing appliances checked for condition		
14	The instructions for the hook release clearly posted in the working language for the crew.		
15	Lifeboats fitted with retro-reflective material in good condition		
16	All lifeboat equipment checked in accordance with LSA Code and found in accordance with the Record of Approved Cargo Ship Safety Equipment (Form E)		
17	Lifeboat attachment brackets checked (thinned? or intact?)		
18	Oars visually checked for condition		
19	Position of drain valves clearly marked		
20	Drain plugs fitted with chains one for each drain valve and 1 spare		
21	Rudder, tiller and steering arrangements checked for condition		
22	Bilge pumps tested and found satisfactory		
23	Food rations all within expire date		
24	Lifeboat pyrotechnics all within expire date and approved type		
25	Free-fall lifeboats Release and Recovery Arrangements in good condition		
26	Free-fall lifeboats Closing Appliances in good condition, loose gear stowed		
27	Free-fall lifeboats seats, anchorages and seat belts in good condition		
28	Lifeboat engine starts readily		
29	Lifeboat engine any starting aids provided		
30	Lifeboat engine gearbox engages forward and astern		
31	Lifeboat engine exhaust system found free of fuel, cooling system free of leaks and hot surfaces properly insulated, fire retardent cover exist for engine and protection covers for moving parts of engine and shaft exists.		
32	Lifeboat engine properly serviced		
33	Portable fire extinguisher suitable for oil fires within service period		
34	Propeller guard checked for condition		
35	Batteries and charging arrangement checked and found satisfactory		
36	Water resistant instructions for starting and operating the engine clearly posted and in working language of crew		
37	Survival craft launching instructions using IMO symbols posted		
38	Lighting at muster stations adequate and supplied by emergency power source		
39	Embarkation ladders Annual survey of satisfactory condition of embarkation ladder 5-yearly survey of load test of embarkation ladder		
40	Lifeboat davits in good working condition		

41	All blocks greased and rotating freely		
42	Limit switches on davits tested and found satisfactorily		
43	Davit winches tested, brakes working satisfactory		
44	Free-fall lifeboat ramp and recovery arrangements where fitted in good working order, all moving parts correctly lubricated		
45	Lifeboat is lowered to the embarkation deck and launching appliances and their connections are checked for proper operation		
46	Skates and fenders fitted on lifeboat's body in satisfactory condition.		
47	Tricing gear fixed between davit and boat and bousing tackle readily available		
	<b>Liferafts</b>		
48	Liferafts serviced intervals not exceeding 12 months at an approved service station		
49	Containers free of cracks, marked with ships name, maker's name, serial no, last service date, number of persons and launching instructions		
50	Liferaft painter permanently attached through weak link to the ship		
51	The positions of liferafts are correct.		
52	Hydrostatic connections are checked and found appropriate.		
53	Each liferaft lashing (other than the forward liferaft) fitted with a hydrostatic release unit (HRU)		
54	If fitted with HRU, serviced at intervals not exceeding 12 months at a service station competent to service		
55	Launching davits for davit launched liferafts, where fitted, in good working order with off-release hook of approved type		
	<b>Rescue Boat</b>		
56	Rescue boat equipment checked in accordance with LSA Code and found complete as per Record of Approved Cargo Ship SAFEQ Form E)		
57	Rescue boat properly marked and fitted with retro-reflective material		
58	Rescue boat, if inflatable type, serviced in accordance with the manufacturer's instructions and kept fully inflated ready for use		
59	Lifeboat engine starts readily		
60	Propeller guard checked for condition		
61	Rescue boat launching appliance in good working order, including on-load, off-load release hook of approved type		
	<b>Personal Life Saving Equipment and Safety Equipment</b>		
62	Lifebuoys fitted with retro-reflective material, correctly stowed, ships name correctly marked		
63	Lifebuoys with self-igniting lights (at least half of the total lifebuoys carried) lights working		
64	Lifebuoys with self igniting lights and self activating smoke signals (at least 2 lifebuoys) capable of quick release from the navigating bridge, smoke signals within expire date, has sufficient weight to release signals and correctly placed for proper use		
65	Lifejackets whistle and light, fitted with retro-reflective material, batteries within expire date		
66	Lifejackets stowed in accessible and clearly marked places		
67	Additional lifejackets positioned for persons on watch (Bridge & ECR) and for use at remotely located survival craft stations		



68	Immersion Suits fitted with retro-reflecting material, inspected for condition, lights checked and found satisfactory		
69	Immersion suits provided for every person on board (number stated on Safety Eq. Certificate) plus additional suits in remote working stations		
70	Thermal protective aids in all survival craft inspected for condition (where applicable) (for passenger ships)		
71	Fireman's outfit with axe, safety harness, fireproof life line, gastight torch and safety harness complete, all air cylinders charged, safety lamp batteries tested and found satisfactory		
72	Two spare bottles for each SCBA available		
73	Infant life jackets (for passenger ships) (at least 2,5% on voyages less than 24h, for each infant on voyages 24h or greater)		
74	Lifejacket accessories for 140kg persons		
75	Chemical tanker protective suits and breathing apparatus checked for number, location and condition		
76	Atmospheric test meters and alarms (oxygen, hydrocarbons etc.) calibrated and these records available.		

<b>IV</b>	<b>FIRE PROTECTION, DETECTION AND EXTINCTION</b>		
1	Fire control plans permanently displayed in good condition and up-to-date with amendments		
2	Duplicate set of plans permanently stored outside the deckhouse with recent crew list		
3	Instructions for all fire fighting equipment available in working lang.of crew		
4	Main fire pump is tested with 2 hoses in connection		
5	Emergency fire pump associated ship's side valves operating freely and fitted with spindles		
6	Emergency fire pump starting system checked and instructions clearly displayed in working language of crew		
7	Fire Main/Foam Line with expansion couplings checked for condition, inspected under pressure and found free from leaks		
8	Isolating valves clearly marked and operational		
9	Hydrants with handwheels in good condition		
10	Fire hoses, nozzles, tools and fire boxes found in good condition with no leaks, all correctly stowed		
11	Sand boxes full and scoop in place		
12	International Shore Con. readily available and location clearly marked		
13	Fixed fire extinguishing arrangements for machinery and cargo spaces control rooms clearly marked and readily accessible.		
14	Gas release alarm operating satisfactory. Clear instructions for operation posted in working language of crew. (All CO2 systems shall to be provided with two separate releasing controls)		
15	Servicing records for fixed systems available including date of last recharge/sample test of foam (2 yearly)		
16	Portable and non-portable fire extinguishers fully charged, properly stowed and within service dates. Servicing/inspection records available (yearly)		
17	Paint locker fire extinguishing system checked and found satisfactory		
18	Galley exhaust grease traps clean and dampers operational		
19	Remote stops for ventilation fans, galley exhaust, boiler fans, oil fuel pumps and other pumps that discharge flammable liquids, operational and		

		clearly marked		
	20	Quick closing valves on the tanks for oil fuel, lubricating oil and other flammable liquids, operational and wires in good condition		
	21	Ventilation and funnel dampers, operational and clearly marked		
	22	Ventilation and funnel dampers easily accessible?		
	23	Fixed detection and alarm systems; all detectors operational		
	24	Inert Gas system generator, scrubber, valves, pipe work, blowers, control system, deck seal, oxygen analyzer, alarms and overboard discharge in good condition and operating satisfactory		
	25	Self-closing doors satisfactory and no holdback hooks fitted		
	26	Remote release doors all operating satisfactorily		
	27	EEBDs positioned as required by Flag State and shown on the Fire Control Plans and serviced with manufacturer's recommendation		
	28	Emergency exits from accommodation, machinery and other spaces unobstructed with ladders and hatches in good condition. Emergency lighting checked and found satisfactory		
	29	Acetylene and Oxygen cylinders stored in approved permanent stowage facilities clearly marked outside of machinery spaces		
	30	Empty cylinders stored like full cylinders in storage spaces clearly marked		

<b>V</b>		<b>HULL AND FITTINGS</b>		
		<b>Structure</b>		
	1	No cracks, buckling or defects in the decks, bulkheads, cargo holds, shell plating, top side tanks, tanktop plating		
	2	Chain lockers checked for wastage		
	3	Hatch cover mechanism checked for hydraulic leaks		
	4	Hold access ladders checked for damage and wastage		
	5	Embarkation and disembarkation arrangements (gangways and accommodation ladders) are inspected and maintained in accordance with SOLAS Ch II-1, Reg. 3-9		
		<b>Mooring Arrangements</b>		
	6	Anchors and chain cables in good condition, properly stowed, hawse pipe and chain pipe covers in place		
	7	Windlass and mooring winches checked with respect to brake linings, guards, wastage of foundations, operating controls, hydraulic leaks		
	8	Mooring ropes and wires in good condition		
	9	Fairleads in good condition and rollers free		
		<b>Cargo Gear</b>		
	10	Cargo gear surveys up-to-date		
	11	Derricks, cranes, masts and loose gear checked for condition		
	12	All ladders, walkways and handrails checked for condition		
	13	Winches used in association with lifting equipment in good condition		
	14	Safe working loads clearly marked		
		<b>Load Line items</b>		
	15	Load line marks including the deck line, and draught marks, all clearly visible and correctly marked (must be identical with the mark in the Load Line Certificate)		
	16	Ship with timber load line markings, timber fittings in good condition		

17	Ventilators & air pipes checked for damage and wastage, including condition of closing devices and flame screens		
18	Weather-tight doors checked for condition; e.g. corrosion, buckling of door and hinges, deterioration of gasket retaining channel, missing/frozen/corroded dogs/cleats/weather-water tightness		
19	Main cargo hatch coamings and coaming stays checked for condition, e.g. corrosion and damage		
20	Main hatch covers and access hatch covers checked for condition; e.g. corrosion and damage to retaining channels, missing/deteriorated gasket and missing/frozen/corroded dogs/cleats/weather-water tightness (Hatch cover side cleats, cross joint wedges intact and operational? Rubber seals and retaining channels intact? Corner drains provided with non-return devices? Compression bars not misaligned?)		
21	Windows, sidescuttles and skylights checked for condition		
22	Deadlights and storm covers, where fitted, checked for condition		
23	Water level/ ingress alarms (audio & visual) operating properly and protected		
24	Prevention of blockage of drain openings in vehicle, special category and ro-ro spaces		
<b>VI</b>	<b>MACHINERY AND ELECTRICAL</b>		
	<b>Machinery</b>		
1	Machinery spaces including steering gear space, pump room, tank tops and bilges free from excess oil or other fire hazard including accumulations of oily waste material and rags		
2	Main machinery and essential auxiliaries operating satisfactorily and with no excessive fuel, lubricating oil, or water leakages		
3	Shielding of high pressure oil fuel lines in place, alarm is working		
4	Exhaust pipes properly insulated and the insulation free of any oil contamination		
5	Steam pipes properly insulated		
6	No excessive steam leaks		
7	Boiler safety valve operating		
8	Boiler gauge glasses clean		
9	Bilge pumping system operating satisfactorily		
10	All sounding pipes in machinery spaces fitted with closing devices. If weighted lever cocks are used, the weights in place and levers not constrained in the open position		
11	Cooling water piping systems examined for condition		
12	Sea chests and sea valves in good condition		
13	Remotely operated watertight doors, tested and found satisfactory		
14	Communication between engine room/control room and bridge including telegraph satisfactory		
15	Escape routes from machinery spaces not obstructed		
	<b>Alarms</b>		
16	Engineer's alarm (audible in engineer's accommodation area)		
17	Machinery alarms		
18	Boiler alarm		
19	General alarm to be audible throughout accommodation and normal crew working spaces (SOLAS III/B/1/6.4.3)		

		<b>Electrical</b>		
	20	Conduit for electric cabling on deck checked for condition		
	21	Main generators capable of being synchronized for condition (where applicable)		
	22	Electric cabling including junction boxes, throughout accommodation, machinery spaces and on deck to be checked for protection, insulation, support of cable runs, broken fittings or cables with bare ends, and found in satisfactory condition. Meger tests available.		
	23	Lighting and electrical installations in hazardous area e.g. battery rooms, paint lockers, acetylene and oxygen storage, verified to be of certified Safe Type and found in satisfactory condition		
	24	Ventilation of battery compartment satisfactory, natural ventilation fitted at ceiling.		
		<b>Main and Emergency Switchboards</b>		
	25	All protective devices (e.g. fuses, circuit breakers) present and in working order		
	26	Instrumentation and indicators correct and in working order		
	27	Equipped where necessary with non-conducting mats front and rear		
	28	No obstructions or equipment stored in or around switchboards		
		<b>Emergency source of power - generator</b>		
	29	Generator tested on load		
	30	Automatic start, if applicable, tested		
	31	Starting batteries and charging arrangements, where fitted, checked and charger operating correctly		
	32	Secondary means of starting tested		
		<b>Emergency source of power - batteries</b>		
	33	Charger checked and operating correctly		
	34	Charge indicators fitted and working		
	35	Batteries tested on load		
		<b>Emergency lighting</b>		
	36	Emergency lighting and services examined working and found satisfactory (machinery spaces; escape ways, muster stations etc.)		
		<b>Steering gear</b>		
	37	No hydraulic leaks		
	38	Rudder angle indicators reading the same as the bridge and clearly visible at emergency steering position		
	39	Emergency steering gear change over and operation instruction clearly displayed		
	40	Communication with bridge operating satisfactorily		
	41	Steering gear tested within 12 hours of departure, instructions available for change over for remote steering gear control		
	42	Officers know emergency steering procedures		

<b>VII</b>		<b>MARPOL</b>		
	1	Is the Oil Filtering Equipment on board type approved according to the IOPP Certificate?		
	2	Is the Oil Filtering Equipment system effectively inspected, tested and maintained in accordance with the planned maintenance system on board?		

3	Is the 15 ppm oil content alarm correctly adjusted and operating properly?		
4	Is the automatic 3-way valve or stopping device at the outlet of the Oil Filtering Equipment functioning?		
5	A sampling point is provided in a vertical section of the water effluent piping as close as is practicable to the 15 ppm Bilge Separator outlet.		
6	Is the Oil filtering Equipment system free of illegal bypasses or unauthorized modifications?		
7	If the incinerator is designated for burning oil residues, has it been marked in the IOPP Certificate?		
8	If the auxiliary boiler is designated for burning oil residues, has been marked on the IOPP Certificate?		
9	Are the sludge tanks free of illegal direct connection overboard?		
10	Is there a standard discharge connection to enable sludge to be discharged to shore reception facilities?		
11	Is there evidence that sludge and/or bilge water has been discharged to port facilities?		
12	If sludge has not been discharged into port facilities, has the incinerator or auxiliary boiler been used for burning sludge on board?		
13	Is there sufficient capacity remaining in the sludge and/or bilge water tanks for the intended voyage?		

<b>VIII</b>	<b>Additional Items for Bulk Carriers</b>		
	L : Length in accordance with article 2(8) in Load Line Convention and Load Line Certificate		
1	Is an approved loading manual available?		
2	Is an approved loading & unloading sequence manual available? (For bulk carriers in accordance with SOLAS Chapter VI Part B Reg.7 & BLU Code)		
3	Is an approved check condition pages of loading instrument available? (For ships L>150 m)		
4	Is loading instrument approval document available? (For ships L>150 m)		
5	Are class records indicating that the vessel is in compliance with SOLAS Chapter XII Reg.4.2 and Reg.6.1 (IACS URS 19,22 & 23) (For ships L>150 m)		
6	If the vessel is not compliance with item 5, a triangle plate is to be fitted on the vessel's outer shell plate as described by SOLAS Chapter XII Reg. 8.3 and restriction is to be inserted on approval pages of all loading manuals and stability booklets.		
7	Is the vessel equipped with water level detectors in all cargo holds and forecandle spaces as stipulated by SOLAS Chapter XII Reg.12? Bridge monitors were checked and found operational?		
8	Is the vessel equipped with dewatering system in forecandle spaces as stipulated by SOLAS Chapter XII Reg.13? Remote controls were checked and found operational? All valves on the overboard piping are provided with remote control?		
9	Are class records indicating that the vessel is in compliance with MSC Res. 146(77) (IACS URS 26, 27, 30, 31)?		
10	Are shear forces and bending moments calculated and filed at every voyage?		
<b>IX</b>	<b>ISM</b>		
1	Is the Safety Management documentation on board? (Manuals)		
2	Is relevant documentation regarding the SMS in a working language or languages understood by the ship's personnel?		
3	Is there evidence that the Master has carried out the review of the SMS?		

	4	Can senior officers identify the “designated person” and the means to contact that person?		
	5	Have the procedures for establishing and maintaining contact with shore management in an emergency been tested?		
	6	Are programs for drills and exercises to prepare for emergency actions available on board and are records available?		
	7	Have the procedures to report non-conformities, accidents and hazardous occurrences been followed?		
	8	Does the ship’s SMS have a maintenance routine which includes the testing of stand by equipment and critical equipment/system and are records available?		
	9	Is there evidence of an effective maintenance system?		
	10	Are introduction/familiarization procedures for crew members carried out in accordance with documented procedures?		
	11	Are the crew members able to communicate effectively in the execution of their duties related to the SMS?		
	12	Is there evidence of repetitive deficiencies from previous PSC Inspections?		
	13	Are Master’s Standing Orders, Night Orders available?		
	14	Personnel protective equipment (PPE) such as safety shoes, helmets, overalls, gloves, goggles , safety harnesses etc. are available and in use		
	15	Are internal safety audits on board and ashore carried out at intervals not exceeding 12 months?		
	16	Is there evidence of assessment of all risks to ships, personnel and the environment and establishment of the appropriate safeguards?		
<b>X</b>		<b>PSC</b>		
	1	Have the last two PSC deficiencies been dealt with?		
	2	Is there recurrence in the history of PSC deficiencies?		
<b>XI</b>		<b>MLC</b>		
	1	Are all seafarers over 16 years of age?		
	2	No seafarers below 18 years of age carry out/ employed in night work or dangerous work		
	3	Is the cook over 18 years of age?		
	4	Is a fully qualified cook (with a valid certificate/document of compliance) employed for ships with prescribed manning $\geq 10$ Is the personnel trained and instructed in areas including food and personal hygiene, storage of food for ships with prescribed manning $< 10$		
	5	Do all seafarers have valid medical certificates to carry out their duties, and in English?		
	6	Have all seafarers completed personal safety onboard training?		
	7	Do all seafarers have valid Certificates of Competency including endorsements (Endorsement issued by Flag State not by Authorized Company)		
	8	Minimum Safe Manning Document (Is the ship manned accordingly?)		
	9	Do all seafarers have a copy of their employment agreement, signed and in English?		
	10	Are all seafarers paid regularly and in full in accordance with their SEA and CBA if exists? Are all seafarers given a monthly account of wage?		
	11	Do the records confirm that the maximum hours of work or minimum hours of rest is followed, and in English?		
	12	Is the food and drinking water served on the ship of appropriate quantity, nutritional value and quantity, in accord with national provisions, to cover the requirements of the ship and takes into account the differing cultural		

		and religious backgrounds of seafarers working and living on board and free?		
	13	Are medical personnel with appropriate qualifications (medical doctor or seafarers trained to administer medical care or medical first aid) on board?		
	14	Is there an approved medical form in use and is kept confidential?		
	15	Is the medicine chest, medical equipment and medical guide in compliance with national legislation and with valid dates? Is the ship's hospital tidy and medical records up-to-date?		
	16	Has a proper risk assessment been carried out for onboard occupational safety and health management?		
	17	Does the ship have onboard procedures for the fair, effective and expeditious handling of seafarer complaints?		
	18	Is ILO 92/133 certificate available on board?		
	19	Are the lighting, hot and cold water supply, drainage, heating and ventilation arrangements in the accommodation satisfactory?		
	20	Is the furniture and equipment in the sleeping rooms in satisfactory condition?		
	21	Are the mess rooms, sanitary facilities, laundry, hospital, recreational, catering facilities and provision facilities clean, hygienic and in satisfactory condition?		
	22	Are the frequent inspection records for accommodation, food and water facilities available?		
	23	Records of frequent Ship Safety Committee Meetings available?		