



TÜRK LOYDU

Türk Loydu | PSC Annual Report



20
26
edition

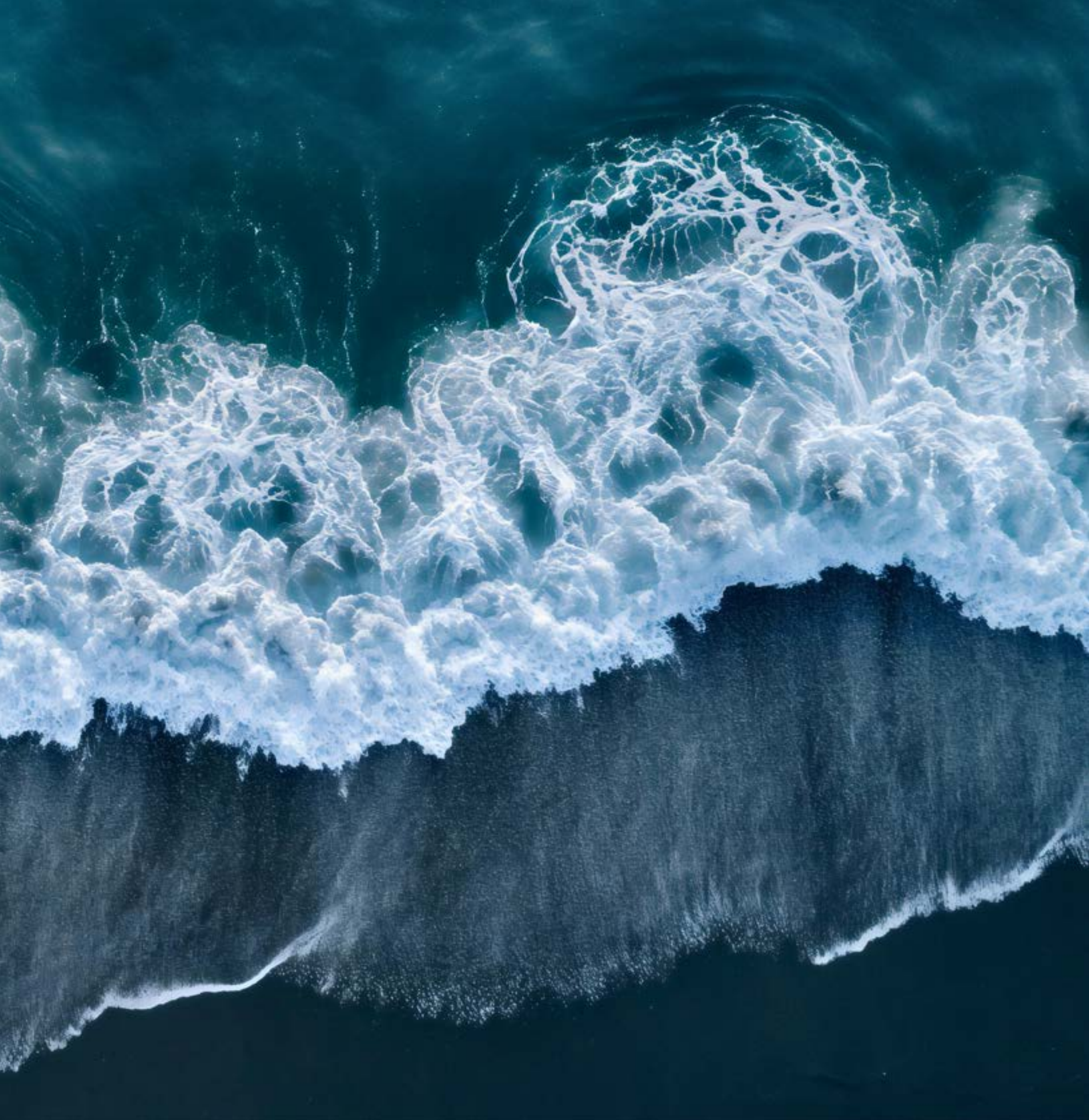


Türk Loydu PSC Report
2026 Edition

Year of Printing
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Türk Loydu



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Türk Loydu Conformity Assessment Services Corporation

Türk Loydu is a Classification Society and a Conformity Assessment Body performing classification and statutory services, inspection, certification, and notified body activities, it has constituted and been managing its organization to protect independence and impartiality values and maintain the continuity of improvement.

Türk Loydu as a confirmed Classification Society by IACS and a Recognized Organization; provides services within the following scope; Classification of New Building Ships and Ships in Service, Statutory Work carried out on behalf of Nominated Flag Administrations, Certification of Marine Products, Research and Rule Development Activities.

Mission

To provide classification, statutory, and conformity assessment services in the field of safety of life and property and environmental protection in accordance with our principles.

Principles

- Independence and impartiality,
- Honesty and reliability,
- Continuous improvement,
- Generating and sharing of knowledge,
- Customer-focused and qualified service,
- Esteem for its personnel.

Executive Summary

Port State Control (PSC) is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules (IMO). In this context, the Port State has the right to verify whether any ship visiting its port meets the requirements. In the event of a substandard condition, the ship may be detained at the port.

This Türk Loydu Annual Port State Control (PSC) Report provides an overview of the PSC regime and presents statistical information on inspections conducted on vessels classed by or for which Türk Loydu acts as a Recognized Organization (RO). The report also summarizes the deficiencies recorded during PSC inspections and includes a PSC preparation checklist for ship operators.

The objective of this report is to enhance awareness of PSC requirements among shipowners, managers, and crews, provide insight into common deficiency trends, and support continuous improvement in PSC performance across the Türk Loydu fleet.

Türk Loydu Port State Control Activities: Türk Loydu has a dedicated Fleet Monitoring department focused on monitoring the performance of its fleet, operating within three main areas of activity:

Identifying Target Vessels: Türk Loydu applies a risk-based fleet monitoring approach to identify vessels that may be exposed to an increased risk of deficiencies or detention during Port State Control (PSC) and Flag State Inspections (FSI), ensuring consistently high standards across the fleet through the Fleet Monitoring Procedure. A points-based system is used to assess the risk of vessels under Fleet Monitoring, with each Türk Loydu vessel assigned a risk score via the Fleet Monitoring Application. This application helps optimize fleet performance by monitoring and evaluating vessels in real-time.

Monitoring PSC/FSI Performance: The PSC and FSI performance of vessels classed by, or for which Türk Loydu acts as a Recognized Organization (RO), is continuously monitored and evaluated. Through the implementation of the Port State Control and Fleet Monitoring Procedures, inspection results are systematically reviewed and analyzed to identify recurring deficiency trends and areas requiring improvement. In addition, unscheduled surveys, enhanced monitoring tools, and regular performance evaluations are utilized to support compliance with international requirements and reduce the likelihood of vessel detention.

Incident Investigation: Türk Loydu follows the outcomes of marine casualty and marine incident investigations involving Türk Loydu-classed vessels to identify lessons learned and underlying causal factors. The findings obtained from these investigations contribute to the development of corrective and preventive actions and, where necessary, support the revision of Türk Loydu Rules, procedures, and instructions. This process promotes continuous improvement in safety, environmental protection, and operational performance across the fleet.

1. Introduction

a. Aim of Port State Control

The majority of global trade is carried by sea, making maritime transportation a vital component of the global economy. As international trade continues to grow, the demand for safe, efficient, and environmentally responsible shipping increases accordingly. Maintaining vessels in compliance with international standards is therefore essential to ensuring safe and sustainable maritime transport.

Port State Control (PSC) serves as an important mechanism for verifying compliance with international maritime regulations through systematic inspections conducted by port authorities. These inspections play a key role in identifying and eliminating substandard shipping, thereby enhancing maritime safety, security, and environmental protection.

The continuous development of international maritime conventions and the increasing regulatory requirements have further strengthened PSC activities worldwide. In line with these developments, Türk Loydu has consistently enhanced its fleet monitoring and PSC-related activities to support compliance with international standards, improve the PSC performance of its fleet, and contribute to the reduction of deficiencies and detentions.

<https://eur-lex.europa.eu/eli/dir/2009/16/oj/eng>

Ship Risk Profile under Paris MoU

The frequency of Port State Control inspections under the Paris MoU is determined by a ship risk calculator. The Ship Risk Profile (SRP) establishes the inspection priority of a vessel, including the inspection interval and the type of inspection to be conducted. The SRP is recalculated daily, taking into account changes in parameters such as the vessel's 36-month inspection history and the performance of the company.

The Ship Risk Profile Calculator can be accessed at <https://parismou.org/PMoU-Procedures/ship-risk-calculator>. Further details can be found in Annex 7 of the Paris MoU Memorandum text.

Similarly, the Company Risk Profile can be determined using the Paris MoU Company Performance Calculator, available at <https://parismou.org/PMoU-Procedures/company-performance-calculator>. The Company Performance Calculator evaluates the performance of ISM companies under the Paris MoU. Detailed information is also available in Annex 7 of the Paris MoU Memorandum text.

c. Paris MoU Recognized Organization Performance Table

“Recognized Organization Performance Table of Paris MoU” summarizes the performance of recognized organizations (ROs) and provides a ranking/categorization based on factors such as the number of inspections, detentions, and overall performance in Port State Control (PSC) inspections.

Türk Loydu is classified in the Medium Performance category for the period between 2022 and 2024 and continues to make all necessary efforts to achieve inclusion in the high-performance list.

Paris MoU
on Port State Control

RECOGNIZED ORGANIZATION PERFORMANCE TABLE 2022-2024

Recognized Organization	RO Abbrev.	Inspections	Detentions	Low / medium limit	Medium / high limit	Excess Factor	Performance level
American Bureau of Shipping	ABS	6,438	2	148	110	-1.95	High
DNV AS	DNV	23,476	36	505	434	-1.83	
Lloyd's Register	LR	12,071	30	267	216	-1.70	
Korean Register	KR	2,106	4	53	31	-1.67	
Bureau Veritas	BV	12,179	36	269	218	-1.65	
China Classification Society	CCS	1,238	2	33	16	-1.62	
RINA Services S.p.A.	RINA	6,426	19	147	110	-1.62	
Nippon Kaiji Kyokai	NKK	8,922	51	201	156	-1.30	
Russian Maritime Register of Shipping	RMRS	476	1	15	4	-0.91	
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	536	4	17	5	-0.23	
Croatian Register of Shipping	CRS	183	1	7	0	0.13	
Dromon Bureau of Shipping	DBS	626	8	19	6	0.14	
Phoenix Register of Shipping	PHRS	660	9	20	7	0.17	
Turkish Lloyd	TL	288	3	10	1	0.19	
Qualitas Register of Shipping S.A.	QRS	134	1	6	0	0.23	Medium
Intermaritime Certification Services, ICS Class	ICS	79	1	4	0	0.39	
Indian Register of Shipping	IRS	289	5	10	1	0.41	
Veritas Register of Shipping Ltd	VRS	98	2	5	0	0.51	
Bulgarian Register of Shipping	BRS	314	7	11	2	0.58	
National Shipping Adjuster Inc.	NASHA	75	2	4	0	0.60	
Macosnar Corporation	MC	71	2	4	0	0.62	
Panama Maritime Documentation Services	PMDS	158	4	7	0	0.62	
Shipping Register of Ukraine	SRU	111	3	5	0	0.63	
Overseas Marine Certification Services	OMCS	239	6	9	1	0.65	
Isthmus Bureau of Shipping, S.A.	IBS	220	6	8	0	0.70	
International Naval Surveys Bureau	INSB	561	14	17	5	0.73	
United Registration and Classification of Services	URACOS	318	10	11	2	0.90	
International Register of Shipping	IS	353	12	12	2	1.03	Low
Hellas Naval Bureau of Shipping S.M.P.C	HNBS	107	6	5	0	1.61	

In this table only Recognized Organizations that had 60 or more inspections in a 3-year period are taken into account. The formula is identical to the one used for the White, Grey and Black list. However, the values for P and Q are adjusted to P=0.02 and Q=0.01. Performance of Recognized Organizations is measured over a 3-year rolling period.

d. Concentrated Inspection Campaign (CIC)

Concentrated inspection campaigns target specific areas with a higher risk of non-compliance. This is often evidenced by the frequency of deficiencies encountered, accidents, or the implementation of new convention requirements. These campaigns often occur annually for a duration of three months, specifically from September to November, and are integrated with regular inspections. In 2025, a Concentrated Inspection Campaign focusing on 'Ballast Water Management' was conducted from September 1st to November 30th in both the Paris MoU and Tokyo MoU regions. According to the Tokyo MoU Port State Control Committee, the joint Tokyo MoU–Paris MoU Concentrated Inspection Campaign (CIC) for 2026 will focus on Cargo Securing.

e. Worldwide MoUs

The control mechanism of PSC is formed by international treaties, with inspections conducted by Memoranda of Understanding (MoUs). These Memoranda of Understanding (MoUs) are as follows: Europe and the North Atlantic (Paris MoU); Asia and the Pacific (Tokyo MoU); Latin America (Acuerdo de Viña del Mar); Caribbean (Caribbean MoU); West and Central Africa (Abuja MoU); the Black Sea region (Black Sea MoU); the Mediterranean (Mediterranean MoU); the Indian Ocean (Indian Ocean MoU); and the Riyadh MoU. The United States Coast Guard maintains the tenth PSC regime (IMO).

Comprehensive information about each PSC MoU, including news, publications, inspection data, and other relevant resources, can be accessed via the following website links:

- Paris MoU: www.parismou.org
- Tokyo MoU: www.tokyo-mou.org
- United States Coast Guard: <https://www.dco.uscg.mil>
- Mediterranean MoU: <https://portal.emsa.europa.eu/web/thetis-med>
- Black Sea MoU: www.bsmou.org
- Indian Ocean MoU: www.iomou.org
- Caribbean MoU: caribbeanmou.org
- Acuerdo de Viña del Mar: <https://alvm.prefectura naval.gob.ar>
- Abuja MoU: www.abujamou.org
- Riyadh MoU: www.riyadh mou.org

f. If Your Ship Is Detained

Türk Loydu is ready to support ship owners/managers and/or the master with releasing the vessel from Port State detention. Owners/managers must notify Türk Loydu when a vessel is detained by a Port State Authority or flag administration. Failure to notify Türk Loydu of detention gives Türk Loydu the right to suspend or withdraw the classification of the vessel and/or invalidate statutory/ISM/ISPS/MLC certificates.

When your ship is detained, please contact Türk Loydu using the following contact details:

- E-Mail: psc@turkloydu.org
- Tel : +90 216 581 37 24
- Web: www.turkloydu.org

2. Deficiency Analysis

This section provides an analysis of Port State Control (PSC) performance within the TL fleet, including deficiency statistics, inspection activity, detention records, and other relevant performance indicators. The data presented in this section has been compiled from various sources, including:

- Memorandum websites (e.g., Paris MoU, Tokyo MoU, USCG, Black Sea MoU, etc.);
- Notifications received from shipowners and managers; and
- External databases and information providers, including IHS Maritime, Lloyd's List Intelligence, and Equasis.

a. Deficiencies and Detainable Deficiencies Statistic from 2021 to 2025

Figure 2.1 presents the number of deficiencies and detainable deficiencies in the TL fleet over the five-year period from 2021 to 2025.

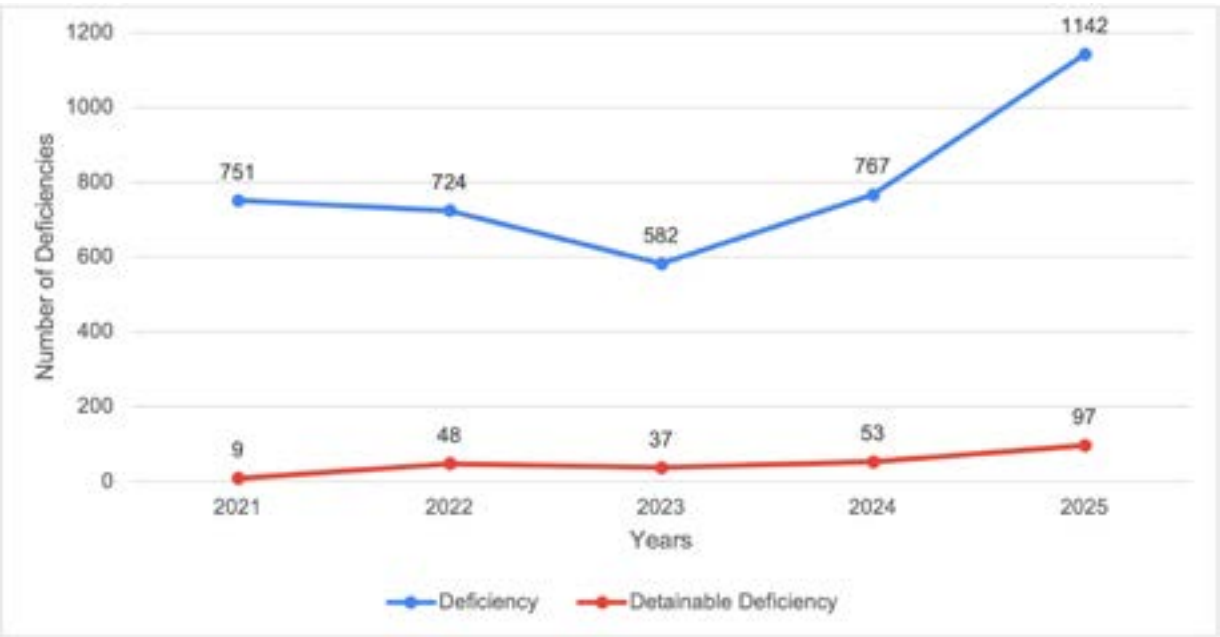


Figure 2.1
Deficiencies and Detainable Deficiencies of TL Fleet

b. Inspection and Detention Analysis

Table 2.1 presents the PSC inspection and detention statistics for 2025 covering vessels for which Türk Loydu serves as the Recognized Organization (RO). The fleet is most frequently inspected by the Paris MoU and the Black Sea MoU.

Table 2.1 Türk Loydu (As. an R.O.) Inspection and Detention Analysis in 2025

Mou	Inspection	Detention	Detention Ratio (%)
Paris	110	9	8.2 %
Tokyo	19	0	0 %
Black Sea	115	7	6.1 %
Mediterranean	79	1	1.3 %
Indian	9	0	0 %
Others	3	0	0 %

Deficiency and Detainable Deficiency Statistics from 2020 to 2024.

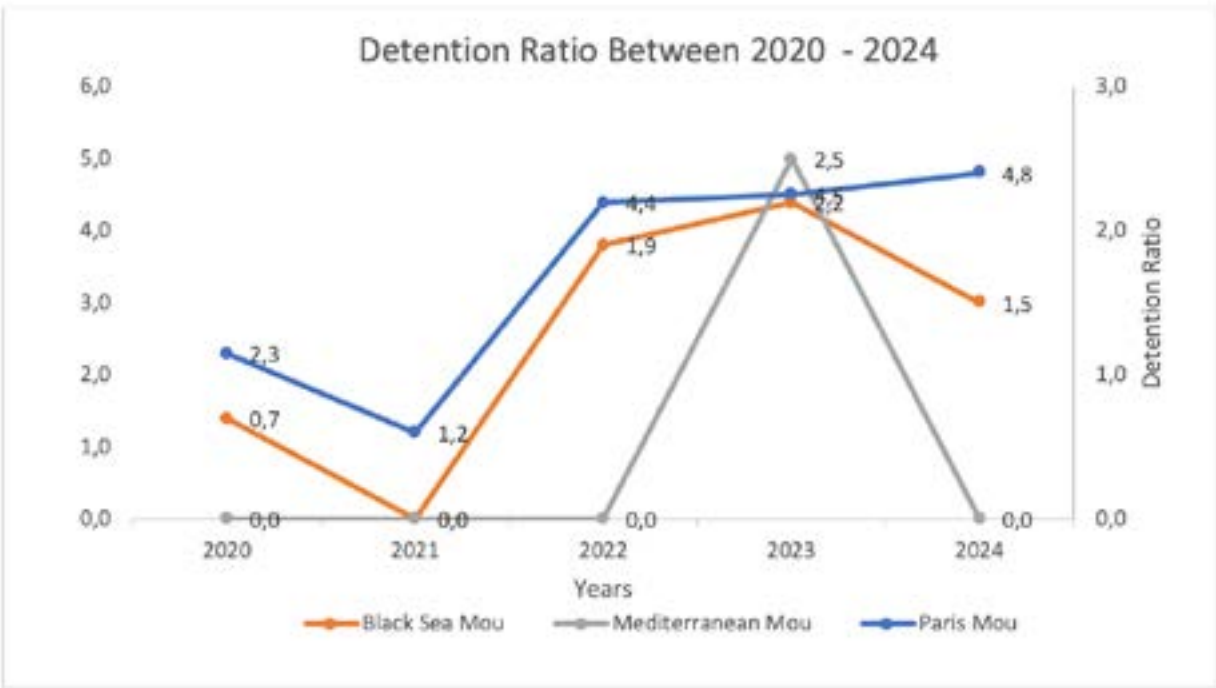


Figure 2.2
Detention Ratio Between 2020-2024

c. Most Common Deficiencies and Detainable Deficiencies of 2025

Figure 2.3 illustrates the distribution of deficiencies recorded in the TL fleet in 2025. Certificates and Documentation and Fire Safety were the most frequently reported deficiency categories, followed by Maritime Labour Convention (MLC) and Safety of Navigation.

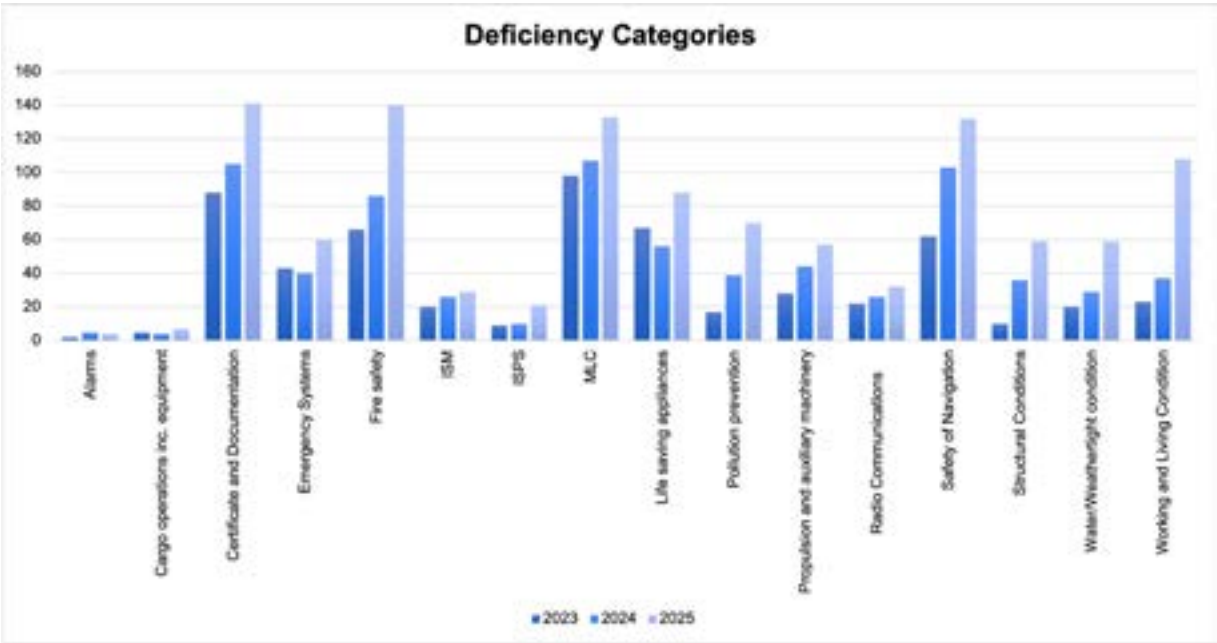


Figure 2.3
Most Common Deficiencies of TL Fleet in 2025

The graph in Figure 2.4 represents the detainable deficiencies of the TL fleet in 2025. According to the graph, the most commonly recorded detainable deficiency categories are Fire Safety followed by Life Saving Appliances and MLC.

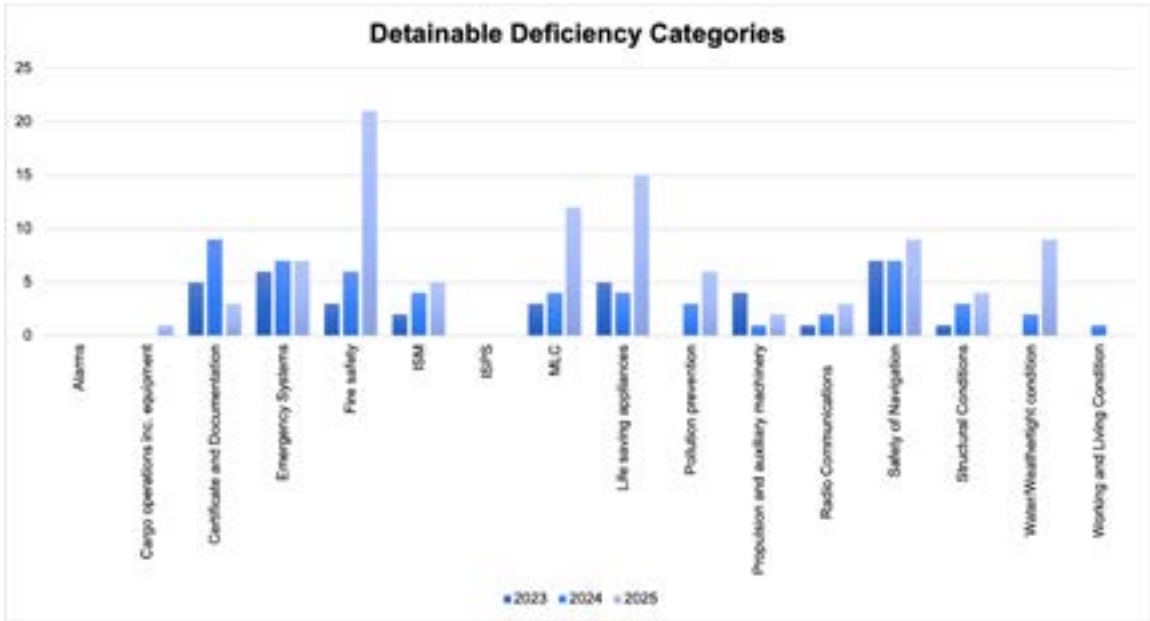


Figure 2.4
Most Common Detainable Deficiencies of TL Fleet in 2025

Most Common Deficiencies and Detainable Deficiencies between 2023 and 2025

Figures 2.5 and 2.6 illustrate the overall and detainable deficiencies recorded in the TL fleet between 2023 and 2025, respectively. The most frequently recorded deficiencies during this period were related to Certificates and Documentation, MLC, Safety of Navigation, and Fire Safety. The majority of detainable deficiencies were recorded under the categories of Fire Safety, Life Saving Appliances, and Safety of Navigation.

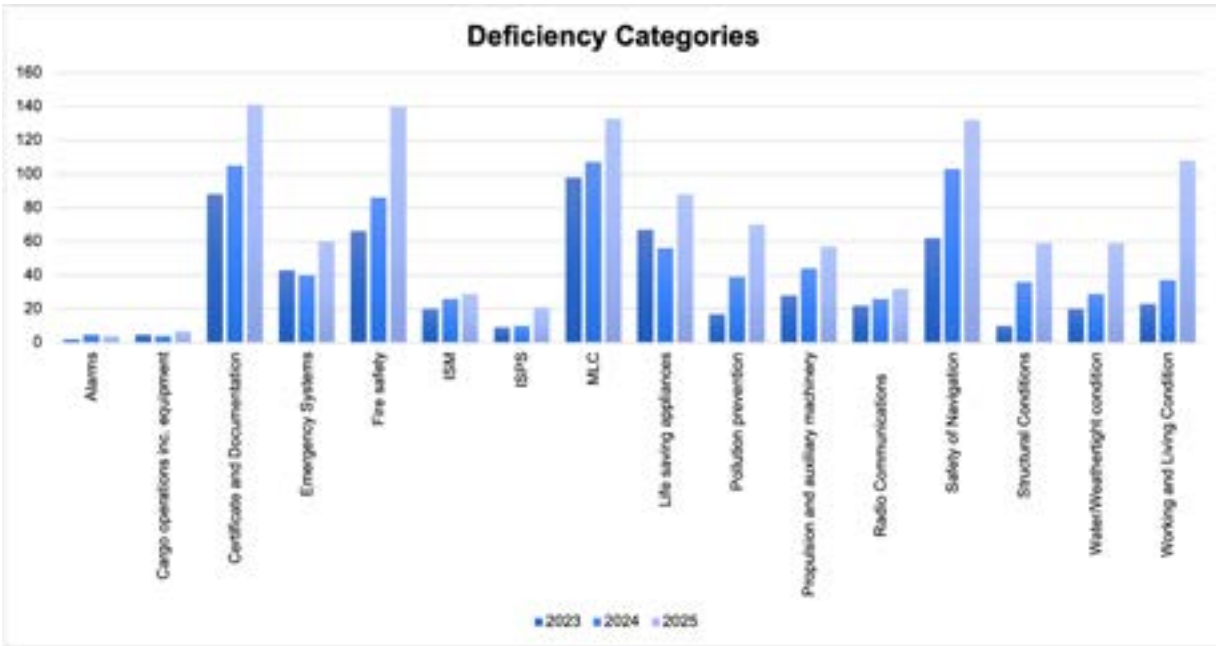


Figure 2.5
Most Common Deficiencies Between 2023 to 2025

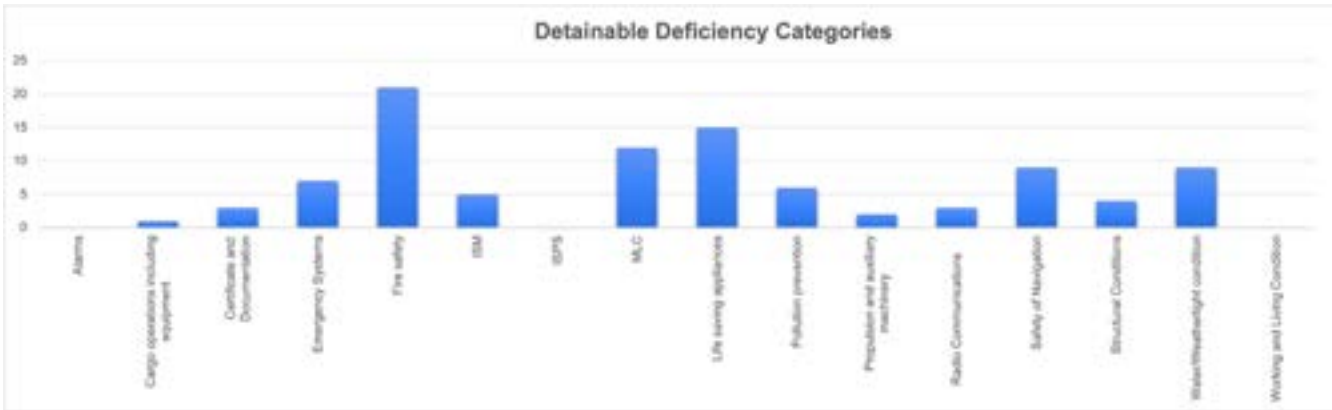


Figure 2.6
Most Common Detainable Deficiencies Between 2023 to 2025

e. Port and Authority Analysis of Inspections

Figures 2.7 and 2.8 represent port statistics of the inspected and detained ships in the TL fleet in 2025. According to these figures, the ports with the highest number of inspections, respectively, are Novorossiysk, Alexandria, Odessa and Chios.



Figure 2.7
2025- Port Statistics of Inspected TL Fleet Ships



Figure 2.8
2025 - Detention Port Countries of Inspected TL Fleet Ships

3. Most Common Deficiencies

a. Certificate & Documentation

Deficiency Items	Deficiencies	Detainable Deficiencies
Log-books/compulsory entries	14	0
Cargo ship safety equipment (including exemption)	13	0
Other (certificates)	11	0
Oil record book	9	0
Shipboard oil pollution emergency plan (SOPEP)	8	1
Records of seafarers' daily hours of work or rest	7	0
Seafarer' employment agreement SEA	7	1
Continuous synopsis record	6	0
International Energy Efficiency Cert	6	0
International Oil Pollution Prevention (IOPP)	6	0
Signs, indications	6	0
Garbage record book	5	0
Minimum hours of rest	3	1

Preventive Action

Certificates and documentation are crucial for demonstrating a vessel's compliance with international regulations, flag state requirements, and classification society rules. Port State Control inspections frequently focus on the validity, availability, and accuracy of these documents, as they serve as the foundation for regulatory compliance.

The most common deficiencies within the Certificates and Documentation category were related to logbooks and compulsory entries, statutory certificates, Oil Record Books, SOPEP documentation, records of hours of work and rest, and Seafarers' Employment Agreements (SEA). These findings indicate the need for improved document control and recordkeeping practices on board.

Masters and senior officers should ensure that all statutory records and logbooks are maintained accurately, completed in a timely manner, and regularly reviewed for consistency. Particular attention should be paid to Oil Record Book entries, garbage records, and mandatory logbook records, as discrepancies or missing entries remain a frequent source of PSC deficiencies.

A systematic document verification process should be implemented to monitor the validity and availability of statutory certificates, including Cargo Ship Safety Equipment Certificates, IOPP Certificates, and IEEC Certificates. In addition, SOPEP documentation should be kept up to date and readily available for inspection.

Regular onboard audits and pre-PSC checks should include a detailed review of crew documentation, records of hours of work and rest, and Seafarers' Employment Agreements to ensure continued compliance with MLC, STCW, and flag State requirements.

b. Fire Safety

Deficiency Items	Deficiencies	Detainable Deficiencies
Fire doors/openings in fire-resisting divisions	20	2
Fire detection and alarm system	19	4
Fire fighting equipment and appliances	14	2
Ventilation	14	3
Other (fire safety)	10	0
Evaluation of crew performance (fire drills)	8	5
Fire-dampers	7	3
Fire control plan	6	0
Fire pumps and its pipes	5	0
Fixed fire extinguishing installation	5	0
Jacketed high pressure lines and oil leakage alarm	4	0

Preventive Action

Fire safety is a fundamental aspect of shipboard operations, ensuring the protection of human life, the vessel, and the marine environment. Effective fire prevention and response measures are critical to minimizing the risk of on-board fires and mitigating their consequences.

The majority of Fire Safety deficiencies were related to fire doors, fire detection and alarm systems, fire-fighting equipment, ventilation arrangements, and fire dampers. A significant number of detainable deficiencies were also recorded in connection with fire detection systems, fire drills, ventilation systems, and fire dampers, indicating the need for enhanced maintenance and operational readiness.

Shipowners and managers should ensure that all fire protection systems are maintained in accordance with manufacturers' requirements and planned maintenance schedules. Particular attention should be given to the operational condition of fire detection and alarm systems, fire doors, fire dampers, ventilation closures, and fire-fighting equipment. Regular inspections should verify that these systems are fully functional, free from unauthorized modifications, and capable of immediate operation in an emergency.

Fire drills should be conducted at the required intervals and in a realistic manner to verify crew familiarity with emergency procedures and the operation of firefighting equipment. Drill records should demonstrate active participation and effective emergency response capabilities.

In addition, routine onboard inspections should confirm that fire doors and dampers are properly maintained and capable of closing effectively, while ventilation systems are in satisfactory condition and can be readily shut down when required.

Pre-PSC inspections should include functional testing of fire detection systems, verification of fire-fighting equipment readiness, and confirmation that all fire safety arrangements comply with SOLAS requirements and approved fire control documentation.

c. MLC
Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Mooring Ropes/Lines and Wires	11	1
Sanitary Facilities	8	0
Cleanliness	7	1
Cleanliness of engine room	7	0
Lighting (Working spaces)	7	0
Protection machines/parts	7	0
Winches & capstans	6	1
Electrical	5	0
Heating, air conditioning and ventilation	4	1
Cold room, cold room cleanliness, cold room temperature	3	2
Provisions quality and nutritional value	3	1
Ventilation (Working spaces)	3	1
Wages	3	1
Mess room and recreational facilities	2	1
Galley, handlingroom (maintenance)	2	1
Sleeping room, additional spaces	2	1

Preventive Action

The most frequently reported deficiencies within this category were related to mooring ropes, lines and wires, sanitary facilities, cleanliness, engine room housekeeping, lighting in working spaces, protection of machinery parts, and winches and capstans. Several detainable deficiencies were also recorded in relation to cold room conditions, crew welfare provisions, wages, ventilation, and mooring equipment.

To reduce the occurrence of these deficiencies, particular attention should be given to the condition and maintenance of mooring equipment. Mooring ropes, wires, winches, and capstans should be regularly inspected for wear, damage, and deterioration, and defective equipment should be replaced or repaired without delay. Safe operation of mooring equipment and adequate protection of moving machinery parts should be verified during routine onboard inspections.

In addition, accommodation spaces, sanitary facilities, working areas, and the engine room should be maintained in a clean and hygienic condition at all times. Adequate lighting, ventilation, and housekeeping standards should be regularly monitored to ensure a safe and healthy working environment for seafarers.

Food storage arrangements, including cold rooms, should be periodically checked to verify cleanliness, proper temperature control, and satisfactory operating condition. Shipowners and managers should also ensure compliance with MLC requirements regarding crew welfare, provisions, and wage payments through regular onboard inspections and internal audits.

d. Safety of Navigation

Deficiency Items	Deficiencies	Detainable Deficiencies
Lights, shapes, sound-signals	20	3
Voyage or passage plan	12	0
Charts	11	1
Magnetic compass	12	0
Nautical publications	8	0
Navigation records	9	0
Signalling lamp	8	2
Voyage Data Recorder (VDR) / (S-VDR)	7	0
Compass correction log	5	0
Pilot ladders and hoist/pilot transfer arrangements	5	0
Monitoring of voyage or passage plan	3	1
Navigation bridge visibility	3	1
Bridge operation	1	1

Preventive Action

Safety of Navigation is critical to ensuring the safe operation of vessels, protecting human life at sea, and preventing environmental damage.

The most frequently reported deficiencies within the Safety of Navigation category were related to navigation lights, shapes and sound signals, voyage planning, magnetic compasses, charts, navigation records, nautical publications, and signalling lamps. Several detainable deficiencies were also identified in connection with navigation lights, signalling lamps, charts, voyage plan monitoring, bridge visibility, and bridge operations.

To reduce navigation-related deficiencies, particular attention should be given to the operational readiness and maintenance of all navigational equipment. Any defects should be rectified promptly and recorded appropriately.

Bridge teams should ensure that voyage plans are prepared berth to berth, monitored, and updated in accordance with company procedures and applicable international requirements. Nautical charts, publications, and navigation records should be maintained up to date and readily available for use during the voyage. Regular bridge audits and navigational equipment inspections should be conducted to verify compliance and identify potential deficiencies before PSC inspections.

In addition, Masters should periodically verify bridge visibility arrangements, navigational watchkeeping practices, and overall bridge operations to ensure safe navigation and continued compliance with SOLAS and STCW requirements.

e. Working and Living Conditions

Deficiency Items	Deficiencies	Detainable Deficiencies
Lighting (Working spaces)	13	0
Machinery	9	0
Ventilation (Working spaces)	9	0
Other (working space ILO)	8	0
Cleanliness of engine room	6	0
Electrical	6	0
Gangway, accommodation-ladder	6	0
Gas instruments	5	0
Other (mooring)	5	0

Preventive Action

Working and living conditions aboard a vessel are critical for the safety, well-being, and efficiency of the crew.

The most frequently reported deficiencies within the Working and Living Conditions category were related to lighting and ventilation in working spaces, machinery condition, engine room cleanliness, electrical installations, gangways and accommodation ladders, and gas measuring instruments. These findings indicate the need for enhanced routine inspections and maintenance of working areas and associated equipment.

Shipowners and managers should ensure that all working spaces are adequately illuminated and ventilated to provide a safe working environment for crew members. Particular attention should be given to the condition of machinery, electrical equipment, and access arrangements, including gangways and accommodation ladders, through regular inspections and planned maintenance activities.

Engine room housekeeping standards should be continuously monitored to ensure cleanliness and safe working conditions. Gas measuring instruments should be properly maintained, calibrated where required, and readily available for operational use. In addition, routine onboard inspections should verify that working spaces remain compliant with applicable occupational safety and ILO requirements.

Regular internal audits and pre-PSC inspections should include a review of working environment conditions, maintenance records, and safety arrangements to identify and rectify deficiencies before external inspections.

f. Life-Saving Appliances

Deficiency Items	Deficiencies	Detainable Deficiencies
Lifeboats	18	4
Rescue boats	13	1
Launching arrangements for rescue boats	12	0
Inflatable liferafts	8	2
Lifebuoys incl. provision and disposition	7	0
Rescue boat inventory	7	0
Launching arrangements for survival craft	6	3
Lifebuoys incl. provision and disposition	6	0
Embarkation arrangement survival craft	4	2
Lifeboat inventory	2	1
Emergency equipment for 2-way comm.	1	1

Preventive Action

Life-saving appliances are essential for ensuring the safety of crew and passengers during emergency situations. Continuous compliance with international requirements and effective maintenance practices are necessary to ensure that all equipment remains operational and ready for immediate use.

PSC inspection results show that deficiencies were mainly related to lifeboats, rescue boats, launching arrangements, inflatable liferafts, embarkation arrangements, and emergency communication equipment. The findings indicate recurring issues in the operational condition and maintenance of lifeboats and rescue boats, as well as in the reliability of launching arrangements for both rescue and survival craft. Inflatable liferafts were also identified as an area requiring attention, particularly regarding securing arrangements and readiness for deployment. Additional observations were made in lifebuoys, onboard inventories, embarkation arrangements, and emergency communication equipment.

To address these issues, a stronger preventive maintenance system should be implemented, with particular focus on lifeboats and rescue boats to ensure full operational readiness at all times. Launching arrangements should be regularly tested and maintained to ensure safe and reliable operation. Liferafts must be kept in a condition that allows immediate deployment, and Hydrostatic Release Units should be properly marked and within valid service periods.

Embarkation arrangements should be maintained in safe and usable condition with proper lighting and access. Lifebuoys must be regularly checked for correct positioning, marking, and functionality of lights and reflective elements. Emergency communication equipment should be routinely tested to ensure reliability.

Crew training and familiarization should be strengthened through regular drills and proper documentation. These preventive measures will improve equipment reliability, ensure compliance, and reduce the risk of PSC deficiencies.

g. Emergency Systems

Deficiency Items	Deficiencies	Detainable Deficiencies
Emergency lighting, batteries and switches	18	1
Emergency fire pump and its pipes	8	2
Emergency source of power - Emergency generator	6	1
Fire drills	6	0
Emergency steering position communications/ compass reading	5	0
Muster list	5	0
Enclosed space entry and rescue drills	3	1
Crew familiarization with Emergency Systems	3	1

Preventive Action

Emergency systems are critical to the safety of the vessel, crew, and passengers, and must remain fully operational and ready for immediate activation at all times. Compliance with international requirements and a robust maintenance programme are essential to ensure the reliability of all emergency equipment and the preparedness of all personnel onboard.

PSC inspection results indicate that deficiencies were predominantly observed in emergency lighting, batteries and switches, emergency fire pumps and associated pipework, and emergency generators. Fire drills and enclosed space entry and rescue drills were also identified as areas of concern, along with emergency steering position communications, muster lists, and crew familiarization with emergency systems. The high number of deficiencies in emergency lighting, which also resulted in a detainable finding, together with detainable deficiencies in the emergency fire pump and enclosed space drills, underlines the need for immediate and sustained corrective action in these areas.

To prevent recurrence, vessels must implement a structured and verifiable maintenance programme covering all emergency systems, with particular attention to emergency lighting circuits, battery condition and capacity, and the operational readiness of emergency fire pumps and generators. Emergency drills, including fire drills and enclosed space entry and rescue drills, must be conducted at the required intervals and properly documented, with records available for inspection. Muster lists must be kept up to date, posted in visible locations, and reflect current crew assignments.

Crew familiarization with emergency systems should be reinforced through regular training and onboard instruction, ensuring that all personnel understand their roles and responsibilities during emergency situations. Emergency steering position communications and compass readings must be verified as part of routine checks. By maintaining these standards consistently, vessels can ensure regulatory compliance and significantly reduce the risk of PSC-related deficiencies in the area of emergency systems.

h. Structural Condition

Deficiency Items	Deficiencies	Detainable Deficiencies
Ballast, fuel and other tanks	13	2
Decks - corrosion	10	0
Steering gear	9	0
Electric equipment in general	5	0
Towing and Mooring Equipment	3	1
Enhanced survey program (ESP)	2	1

Preventive Action

The structural condition of a vessel is fundamental to its seaworthiness and the safety of those onboard. Maintaining structural integrity through systematic inspection, timely repairs, and compliance with class and statutory requirements is essential to prevent deterioration that may lead to PSC deficiencies or detainable findings.

PSC inspection results show that deficiencies in this category were most frequently recorded in ballast, fuel and other tanks, which also produced the highest number of detainable findings. Deck corrosion was identified as a widespread concern, reflecting the need for more consistent preventive maintenance across exposed structural areas. Deficiencies were also observed in steering gear, general electrical equipment, towing and mooring equipment, and the Enhanced Survey Programme, with detainable findings recorded in towing and mooring equipment and ESP compliance.

A structured and proactive maintenance approach must be applied to all structural elements, with priority given to tanks and their associated systems, which require regular internal and external inspections in accordance with class survey requirements. Deck areas prone to corrosion should be subject to routine coating assessments and touch-up programmes to prevent progressive structural degradation. Steering gear must be tested and maintained in accordance with SOLAS requirements, and records of testing must be properly documented and available for inspection.

Towing and mooring equipment should be inspected regularly to ensure it is in safe working condition, with particular attention to wire condition, fairleads, and securing arrangements. Enhanced Survey Programme documentation must be kept up to date and reflect the current status of all items within scope. General electrical equipment should be included in planned maintenance schedules to prevent deterioration that could affect operational safety. By consistently applying these preventive measures, vessels can maintain structural compliance and reduce the risk of deficiencies during PSC inspections.

i. Water/Weathertight Conditions

Deficiency Items	Deficiencies	Detainable Deficiencies
Railing, gangway, walkway and means for safe passage	11	1
Ventilators, air pipes, casings	11	1
Freeboard marks	9	1
Covers (hatchway-, portable-, tarpaulins, etc.)	6	2
Doors	7	0
Manholes / flush scuttles	5	0
Scuppers, inlets and discharges	5	1
Cargo and other hatchways	1	1
Overloading	1	1

Preventive Action

Water and weathertight conditions are essential for maintaining vessel safety, preventing water ingress, and ensuring overall seaworthiness in all operating conditions. Proper maintenance of closures, openings, and access arrangements is critical to avoid structural vulnerabilities and operational risks.

PSC inspection results indicate that deficiencies related to water and weathertight conditions were mainly associated with railings, gangways, walkways, ventilators, air pipes, freeboard marks, hatch covers, doors, scuttles, scuppers, and cargo hatchways. The findings highlight recurring issues in safe access arrangements, integrity of weather-tight openings, and condition of drainage and ventilation systems. Additional concerns were also identified in hatch cover sealing arrangements and freeboard marking compliance, including isolated detainable cases linked to watertight integrity and loading conditions.

To address these findings, enhanced preventive maintenance and inspection procedures should be implemented to ensure full integrity of all water and weathertight boundaries. Railings, gangways, and walkways should be kept in safe and fully serviceable condition to ensure safe passage at all times. Ventilators, air pipes, and associated casings must be regularly inspected to prevent water ingress and ensure proper closing arrangements. Freeboard marks should be clearly visible and maintained in accordance with regulatory requirements. Hatch covers, portable covers, and tarpaulins must be properly maintained to ensure watertight integrity and secure closure. Doors, scuttles, and manholes should be regularly checked for proper sealing and operability. Scuppers, inlets, and discharges must remain unobstructed and fully functional to ensure effective drainage.

Cargo and other hatchways should be maintained in watertight condition and securely closed when not in use. Compliance with loading requirements must be strictly observed to prevent overloading and maintain vessel stability.

By strengthening maintenance routines, inspection practices, and operational awareness, vessels can ensure improved watertight integrity, enhanced safety, and reduced risk of PSC deficiencies and detentions.

j. Pollution Prevention

Deficiency Items	Deficiencies	Detainable Deficiencies
Ballast Water Record Book	8	0
Garbage shipboard handling	7	0
Other (MARPOL Annex I)	6	0
Garbage management plan	7	0
Other (MARPOL Annex IV)	6	0
Ballast Water Management Plan	5	1
Sewage treatment plan	5	0
Ballast Water Management System	5	1
Oil filtering equipment	3	1
Crew Training and familiarization	2	1
Ballast Water Exchange	1	1
Ballast water discharge violation in port	1	1

Preventive Action

Pollution prevention is a key component of safe and environmentally responsible ship operations. Strict compliance with MARPOL requirements, proper record keeping, and effective operation of pollution prevention equipment are essential to minimize environmental risks and ensure regulatory compliance.

PSC inspection results indicate that deficiencies in pollution prevention were mainly related to ballast water management, garbage handling and management plans, MARPOL Annex compliance items, sewage treatment arrangements, oil filtering equipment, and crew training. The most significant findings were observed in ballast water management systems and procedures, including issues related to implementation, documentation, and operational compliance. Additional deficiencies were identified in oil filtering equipment, crew familiarization, and specific ballast water operational practices, including isolated detainable cases linked to system performance and procedural non-compliance.

To address these findings, a strengthened compliance and monitoring system should be implemented across all pollution prevention areas. Ballast Water Record Books and Ballast Water Management Plans should be accurately maintained and fully aligned with onboard operations. The Ballast Water Management System must be kept in proper working condition and operated strictly in accordance with approved procedures. Regular verification of ballast water exchange and discharge practices should be conducted to ensure full compliance with applicable requirements.

Garbage management plans and shipboard handling procedures should be consistently implemented, with proper segregation, documentation, and disposal practices in place. Sewage treatment arrangements must be maintained in operational condition and monitored regularly to ensure compliance with MARPOL Annex IV requirements. Oil filtering equipment should be routinely tested and maintained to ensure effective performance.

Crew training and familiarization should be strengthened to ensure full understanding of pollution prevention procedures and equipment operation. By improving operational discipline, documentation accuracy, and system reliability, vessels can enhance environmental compliance and reduce the risk of PSC deficiencies and detentions.

k. Propulsion and Auxiliary Machinery

Deficiency Items	Deficiencies	Detainable Deficiencies
Auxiliary engine	24	1
Propulsion main engine	14	1
Operation of machinery	6	0
Gauges, thermometers etc.	5	0
Other (machinery)	5	0

Preventive Action

Propulsion and auxiliary machinery are essential for the safe and efficient operation of a vessel. Effective maintenance, monitoring, and operational control of machinery systems are necessary to ensure reliability, prevent breakdowns, and maintain compliance with statutory requirements.

PSC inspection results indicate that deficiencies in this category were primarily related to auxiliary engines and main propulsion engines. Additional findings were associated with machinery operation, monitoring instruments such as gauges and thermometers, and other machinery-related components. The results highlight recurring issues in machinery maintenance, operational reliability, and system performance, including isolated detainable cases involving critical propulsion and auxiliary machinery.

To address these findings, vessels should implement a robust preventive maintenance program covering both main and auxiliary machinery. Regular inspections, condition monitoring, and timely repairs should be carried out to ensure machinery remains in safe and efficient operating condition. Particular attention should be given to lubrication systems, cooling arrangements, fuel systems, and critical engine components to prevent unexpected failures.

Operational testing and routine monitoring should be conducted to verify the performance of machinery systems and associated equipment. Gauges, thermometers, alarms, and monitoring devices should be regularly calibrated, maintained, and verified to ensure accurate readings and effective machinery supervision.

Crew members responsible for engine room operations should receive continuous training and familiarization to ensure proper operation, monitoring, and response to machinery abnormalities. By strengthening maintenance practices, equipment reliability, and crew competence, vessels can improve machinery performance, ensure regulatory compliance, and reduce the risk of PSC deficiencies and detentions.

I. Radio Communications

Deficiency Items	Deficiencies	Detainable Deficiencies
Satellite EPIRB 406MHz	10	0
Facilities for reception of marine safety information	5	0
MF/HF radio installation	3	0
Radio log (diary)	3	0
Operation of GMDSS equipment	2	1
Reserve source of energy	2	1
VHF radio installation	1	1

Preventive Action

Radio communications are essential for ensuring safe navigation, effective emergency response, and compliance with the Global Maritime Distress and Safety System (GMDSS) requirements. Reliable communication equipment and properly trained personnel are critical for maintaining continuous communication capabilities at sea.

PSC inspection results indicate that deficiencies in radio communications were mainly related to Satellite EPIRBs, facilities for receiving marine safety information, MF/HF and VHF radio installations, radio logs, reserve sources of energy, and the operation of GMDSS equipment. The findings highlight recurring issues associated with equipment maintenance, operational readiness, record keeping, and crew familiarity with communication systems. Several deficiencies were linked to critical communication arrangements and emergency preparedness.

To address these findings, vessels should implement comprehensive inspection, testing, and maintenance procedures for all radio communication equipment. Satellite EPIRBs should be regularly checked to ensure correct registration, battery validity, and operational readiness. MF/HF and VHF radio installations should be routinely tested and maintained to ensure reliable communication capability under all operating conditions.

Facilities for receiving marine safety information should be verified regularly to ensure continuous reception of navigational and safety broadcasts. Radio logs should be accurately maintained and updated in accordance with regulatory requirements. Reserve sources of energy should be periodically tested to confirm their ability to support essential communication equipment during emergencies.

Crew members responsible for radio communications should receive regular training and familiarization on GMDSS procedures and equipment operation. By improving equipment reliability, record keeping, and crew competence, vessels can strengthen communication readiness, ensure regulatory compliance, and reduce the risk of PSC deficiencies and detentions.

m. ISM and ISPS

Deficiency Items	Deficiencies	Detainable Deficiencies
ISM	28	5
Access control to ship	15	0
Security related defects	4	0

Preventive Action

ISM and ISPS requirements play a vital role in ensuring the safe operation of ships, effective management of risks, and the protection of vessels, personnel, and port facilities. Strong safety management and security practices are essential for maintaining compliance and supporting a positive safety culture on board.

PSC inspection results indicate that deficiencies in this category were predominantly related to the implementation and effectiveness of the Safety Management System (ISM). Additional findings were associated with ship access control measures and other security-related arrangements under the ISPS Code. The results highlight weaknesses in the implementation of established procedures, onboard verification processes, and the effectiveness of safety and security management practices, including several detainable cases linked to ISM compliance.

To address these findings, companies and vessels should strengthen the implementation and monitoring of their Safety Management Systems. Regular internal audits, management reviews, and onboard inspections should be conducted to verify that procedures are effectively implemented and that identified deficiencies are promptly corrected. Particular attention should be given to reporting, corrective action processes, maintenance management, risk assessments, emergency preparedness, and compliance with company procedures.

Ship security arrangements should be regularly reviewed to ensure effective control of access to the vessel and protection against unauthorized entry. Security-related equipment and procedures should be maintained in accordance with the approved Ship Security Plan, and crew members should remain familiar with their security responsibilities.

Continuous crew training, familiarization, and awareness programs should be conducted to reinforce both safety and security requirements. By strengthening the effectiveness of the Safety Management System and maintaining robust security practices, vessels can improve regulatory compliance, enhance operational performance, and reduce the risk of PSC deficiencies and detentions.

n. Cargo Operations Including Equipment

Deficiency Items	Deficiencies	Detainable Deficiencies
Atmosphere testing instruments	3	1
Cargo securing manual	3	0

Preventive Action

Cargo operations and associated equipment are critical for ensuring the safe handling, stowage, and transportation of cargo. Proper procedures, equipment readiness, and compliance with operational requirements are essential to prevent accidents and maintain the safety of personnel and the vessel.

PSC inspection results indicate that deficiencies in this category were primarily related to atmosphere testing instruments and cargo securing manuals. The findings highlight the importance of maintaining reliable equipment for atmosphere monitoring and ensuring that cargo securing procedures are properly documented and readily available on board. Particular attention is required for equipment used to verify safe atmospheric conditions before entering enclosed spaces or conducting cargo-related operations.

To address these findings, atmosphere testing instruments should be regularly inspected, calibrated, and maintained to ensure accurate and reliable measurements. Procedures should be established to verify that all testing equipment remains operational and readily available for use whenever required. Crew members should be properly trained in the use of atmosphere testing instruments and in the interpretation of measurement results.

Cargo securing manuals should be kept up to date, readily accessible, and fully aligned with the vessel's cargo operations. Personnel involved in cargo handling should be familiar with the requirements of the manual and apply approved securing arrangements during cargo operations.

By strengthening equipment maintenance, ensuring the availability of accurate operational documentation, and enhancing crew awareness, vessels can improve the safety of cargo operations, maintain regulatory compliance, and reduce the risk of PSC deficiencies and detentions.

o. Alarms

Deficiency Items	Deficiencies	Detainable Deficiencies
Emergency signal	1	0
General alarm	1	0
Machinery controls alarm	1	0
Steering-gear alarm	1	0

Preventive Action

Alarms are essential safety systems that provide early warning of emergencies, machinery malfunctions, and operational hazards. Their reliability is critical for ensuring a prompt and effective response by the crew and for maintaining the safe operation of the vessel.

PSC inspection results indicate that deficiencies in this category were related to emergency signals, general alarm systems, machinery control alarms, and steering gear alarms. These findings highlight the importance of maintaining alarm systems in fully operational condition to ensure that critical warnings can be effectively communicated throughout the vessel when required.

To address these findings, all alarm systems should be included in routine inspection, testing, and maintenance programs. Emergency signals and general alarm systems should be regularly tested to verify their functionality, audibility, and availability throughout the vessel. Machinery control alarms and steering gear alarms should be periodically checked to ensure accurate monitoring and prompt warning of abnormal operating conditions.

Crew members should be familiar with the purpose and operation of all alarm systems and understand the actions required following alarm activation. Testing and maintenance records should be properly maintained to demonstrate compliance and support the continued reliability of alarm arrangements.

By ensuring the effectiveness of alarm systems through regular testing, maintenance, and crew familiarization, vessels can enhance safety, improve emergency preparedness, and reduce the risk of PSC deficiencies.

4. Deficiency Photos

Damaged/heavily corroded ventilation handle



Broken Bridge Window



Muster station slippery surface and numbers are unreadable



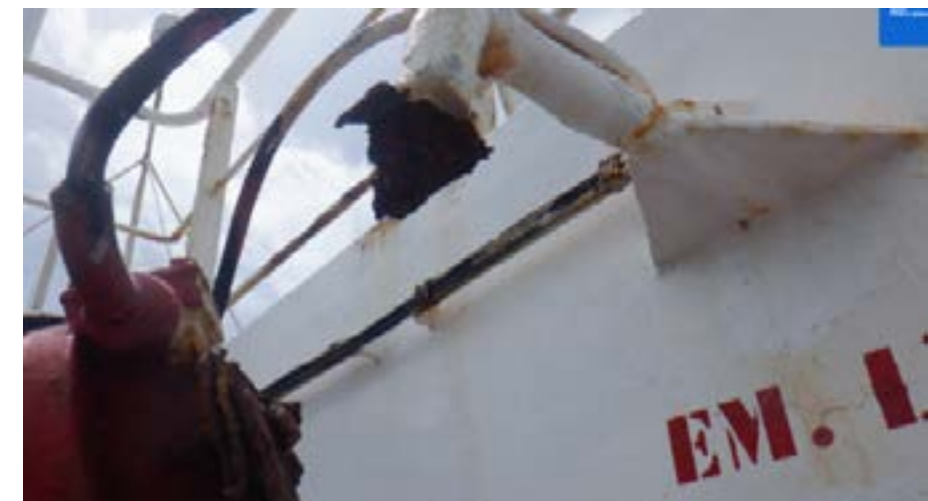
Heavily corroded valve



Damaged hydraulic hose



Corroded and broken emergency light foundation



Corroded/cracked air ventilation



Leakage in machinery space



Holed ballast air flow



Cracked and temporarily repaired hold seal



Not type-approved ECDIS keyboard



Damaged bulb and Class/RO not informed



Excessive garbage



Missing galley knives



Cracked fishplate in way of freeing ports



Spider webs in vegetable room – Lack of cleanliness



Unlashed paints in paint room



Smoke detection system fault



**TÜRK LOYDU****PORT STATE CONTROL
PREPARATION CHECKLIST**

Control Result
Y: Satisfactory
N: Unsatisfactory
N/A: Not Applicable

Certificate and Documentation

	Control Results	Remarks (if any)
International Tonnage Certificate		
Reports of previous port State control inspections		
Certificate of Class ▪ Survey Status		
Passenger Ship Safety Certificate		
Cargo Ship Safety Construction Certificate		
Cargo Ship Safety Equipment Certificate		
Cargo Ship Safety Radio Certificate		
Cargo Ship Safety Certificate		
Exemption Certificate (SOLAS 1974 regulation I/12)		
Minimum safe manning document		
International Load Line Certificate		
International Load Line Exemption Certificate		
International Oil Pollution Prevention Certificate		
International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS)		
International Sewage Pollution Prevention Certificate		
International Air Pollution Prevention Certificate		
International Energy Efficiency Certificate		
International Ballast Water Management Certificate		
International Anti-fouling System Certificate		
Declaration on AFS		
International Ship Security Certificate or Interim International Ship Security Certificate		
Certificates for masters, officers or ratings		
Copy of the Document of Compliance or a copy of the Interim Document of Compliance		

REDUCING THE RISK OF PORT STATE CONTROL DETENTIONS

This checklist is prepared to mitigate the risk of ships being detained, serving as part of the final checks before voyage and port entry. These checklists will assist in ensuring that the items remain in accordance with international requirements. It is highly recommended to regularly inspect all items on this checklist, with intervals not exceeding 2 months.

This checklist is designed to complement the owner's own operation and maintenance procedures. When preparing your ship for a PSC inspection, it is recommended to utilize your company's checklists, as well as instructions/ checklists provided by the Flag State administration.

ARE YOU PREPARED FOR A PORT STATE CONTROL INSPECTION?

It should be noted that first impression is always important. The ship's outer paint and markings on the hull must be in good condition always. Cleanly dressed officers and crew with suitable personnel protective equipment (helmet, gloves, eye protection, etc.) must be available on the gangway to welcome PSC Officers. Access to the ship must be efficiently regulated through a system involving gangway watch, visitor identification, and inspection of personal belongings.

PSC officers typically begin their inspection in the Master's Office. All certifications must be up-to-date and valid. Additionally, all other necessary documents, records, and manuals should be approved and available onboard.

If any equipment is broken or missing, or if the ship has suffered damage en route, the Master must notify the port authorities before entering the port. If the port authorities are informed of the issue and any permanent or temporary repair remedies agreed upon with Class or the Flag State, the vessel should not be detained.

If a ship owner or manager disagrees with the findings of the PSCO, refer to the appeal procedure given in the majority of the PSC Organizations.

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

For further support with PSC Procedures, you may reach out to Türk Loydu Marine Division.
Email address: psc@turkloydu.org
Phone Number: +90-216-5813700

Safety Management Certificate or an Interim Safety Management Certificate		
International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk, or the Certificate of Fitness for the Carriage of Liquefied Gases in Bulk, whichever is appropriate		
International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, or the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, whichever is appropriate		
International Certificate of Fitness for the Carriage of INF Cargo		
Certificate of insurance or other financial security in respect of civil liability for oil pollution damage		
Certificate of insurance or other financial security in respect of civil liability for bunker oil pollution damage		
Certificate of insurance or other financial security in respect of liability for the removal of wrecks		
High-Speed Craft Safety Certificate and Permit to Operate High-Speed Craft		
Document of Compliance with the special requirements for ships carrying dangerous goods		
Document of authorization for the carriage of grain and grain loading manual		
Condition Assessment Scheme (CAS) Statement of Compliance, CAS Final Report and Review Record		
Continuous Synopsis Record		
Oil Record Book, parts I		
Oil Record Book, parts I and II		
Cargo Record Book		
Garbage Record Book		
Garbage Management Plan		
Logbook and the recordings of the tier and on/off status of marine diesel engines		
Logbook for fuel oil changeover		
Ozone-depleting Substances Record Book		
Ballast Water Record Book		
Fixed gas fire-extinguishing systems – cargo spaces Exemption Certificate and any list of cargoes		
Dangerous goods manifest or stowage plan		

For oil tankers, the record of oil discharge monitoring and control system for the last ballast voyage		
Search and rescue cooperation plan for passenger ships trading on fixed routes		
For passenger ships, List of operational limitations		
Nautical charts and nautical publications		
Records of hours of rest and watch schedule		
Unattended machinery spaces (UMS) evidence		
Compliance Statement related to fuel oil consumption reporting and operational carbon intensity rating. Statements of Compliance should be retained on board for at least the last five years, as applicable		
Construction drawings		
Ship Construction File		
Manoeuvring booklet and information		
Stability information		
Subdivision and stability information		
Damage control plans and booklets		
Ship Structure Access Manual		
Enhanced survey report files		
Cargo Securing Manual		
Bulk carrier booklet		
Loading/unloading plan for bulk cargoes		
Cargo information		
Fire-control plan/booklet		
Fire safety operational booklet		
Fire safety training manual		
Training manual		
Onboard training, drills and maintenance records		
Ship-specific plans and procedures for recovery of persons from the water		
Decision support system for masters (Passenger ships)		
International Code of Signals and a copy of Volume III of IAMSAR Manual		
Records of navigational activities		
Ship Security Plan and associated records		

Engine International Air Pollution Prevention Certificate		
EEDI Technical File		
EEXI Technical File		
Onboard Management Manual (OMM) for Shaft Power Limitation (ShaPoLi) / Engine Power Limitation (EPL), if applicable		
Technical Files		
Record Book of Engine Parameters		
Type approval certificate of incinerator		
Manufacturer's operating manual for incinerators		
Fuel oil changeover procedure		
Bunker delivery notes and representative sample (MARPOL Annex VI regulations)		
Shipboard oil pollution emergency plan (SOPEP) along with latest contact list		
Shipboard marine pollution emergency plan for noxious liquid substances		
Ship Energy Efficiency Management Plan (SEEMP)		
STS operation plan and records of STS operations		
Procedures and Arrangements Manual (chemical tankers)		
VOC Management Plan		
Ballast Water Management Plan		
LRIT conformance test report		
Copy of the certificate of compliance issued by the testing facility, stating the date of compliance and the applicable performance standards of VDR (voyage data recorder)		
AIS test report		
Noise survey report		
Oil discharge monitoring and control (ODMC) operational manual		
Crude Oil Washing Operation and Equipment Manual		
Material Safety Data Sheets (MSDS)		
Record of AFS		
Coating Technical File		
Maintenance plans		
Certificate of Registry or other document of nationality		

Engine International Air Pollution Prevention Certificate		
EEDI Technical File		
EEXI Technical File		
Onboard Management Manual (OMM) for Shaft Power Limitation (ShaPoLi) / Engine Power Limitation (EPL), if applicable		
Technical Files		
Record Book of Engine Parameters		
Type approval certificate of incinerator		
Manufacturer's operating manual for incinerators		
Fuel oil changeover procedure		
Bunker delivery notes and representative sample (MARPOL Annex VI regulations)		
Shipboard oil pollution emergency plan (SOPEP) along with latest contact list		
Shipboard marine pollution emergency plan for noxious liquid substances		
Ship Energy Efficiency Management Plan (SEEMP)		
STS operation plan and records of STS operations		
Procedures and Arrangements Manual (chemical tankers)		
VOC Management Plan		
Ballast Water Management Plan		
LRIT conformance test report		
Copy of the certificate of compliance issued by the testing facility, stating the date of compliance and the applicable performance standards of VDR (voyage data recorder)		
AIS test report		
Noise survey report		
Oil discharge monitoring and control (ODMC) operational manual		
Crude Oil Washing Operation and Equipment Manual		
Material Safety Data Sheets (MSDS)		
Record of AFS		
Coating Technical File		
Maintenance plans		
Certificate of Registry or other document of nationality		

Certificates as to the ship's hull strength and machinery installations issued by the classification society in question		
Cargo Gear Record Book		
Certificates for loading and unloading equipment		
Medical certificates		
Records of hours of work or rest of seafarers		
Maritime Labour Certificate		
Declaration of Maritime Labour Compliance on board (parts I and II)		
Seafarers' employment agreements		
Certificate of insurance or financial security for repatriation of seafarers		
Certificate of insurance or financial security for shipowners' liability		

Bridge

Navigation and Communication Equipment

	Control Results	Remarks (if any)
Is the magnetic compass working properly? - Is the magnetic compass free of air bubbles? - Is the foundation of the magnetic compass intact? - Is the card readable? Is there sufficient lighting? - Is the magnetic compass easily read from the steering position? - Has the deviation card been updated? - Is the error log book updated? - Is the magnetic compass located in the rescue boat/lifeboat working properly?		
Is the gyro compass (including its repeaters) operational and functioning properly? - Is the error log book updated? - The maximum deviation in reading between the master compass and the steering and visual bearing equipment under all operational conditions should not exceed $\pm 0.5^\circ$.		
Is the RADAR working in proper condition?		
Is the ARPA connected to GPS, gyro-compass, and speed log?		

RADAR transponders: - Are operational tests performed? - Located in proper condition? - Are battery expiration dates labeled?		
Is the ECHOSOUNDER working properly? - Are the spare paper and ink available? - Is the fault alarm working?		
Is the Course Recorder working properly? Are spare papers for the printer available?		
Is the ECDIS functioning correctly? - Are both the main and backup ECDIS systems up to date? - Are officers familiar with ECDIS operations, and are training records available? - Have officers undergone type-specific ECDIS training? - Are operational tests conducted regularly? - Are the charts and Electronic Navigational Charts (ENCs) kept updated? - Are audible alarms functional? - Is ECDIS Type approval certificate available?		
Is the speed and distance indicator working properly?		
Is the rate of turn indicator (for ships with GT>50000) device working properly?		
Are all GMDSS equipment, including antennas, VHF installations, MF and HF radio installations, INMARSAT ship earth stations, Navtex receivers, and INMARSAT EGC receivers, in good condition? - Are the latest service records available? - Are spare papers for printers available? - Have daily, weekly, and monthly tests been performed? - Does the radio log book include records of tests? - Are radio publications updated timely? - Are the antenna systems of GMDSS equipment free of any damage or corrosion? - Have the batteries been checked? - Are the deck officers familiar with preparing and transmitting distress and urgency messages on the GMDSS equipment? Are clear instructions displayed? - Is there a required number of personnel holding GOC on board?		
Is the satellite EPIRB working in proper condition? - Is it located and labeled correctly? - Is it inspected following the manufacturer's requirements? - Is the housing undamaged? - Is the hydrostatic release unit in good order and within its validity period? - Do the batteries have a valid expiration date? - Is the annual test report available?		
Is the AIS working in proper condition? Is AIS properly programmed and operational?		

- Is the fault alarm working? - Is the AIS test report available from an Approved/Authorized Company?		
Is VDR working in proper condition? - Is the annual performance test certificate of VDR available on board? - Is there any fault alarm on the panel? - Do the Deck Officers know the procedures to preserve VDR data in case of an incident?		
Is LRIT working in proper condition? Is the conformance test report available?		
Is GPS working in good order?		
Is the Bridge Navigation and Watchkeeping Alarm System (BNWAS) was checked and found satisfactory? - Is the system protected by a ship Master? - Is the alarm system working properly?		
Are the Rudder, propeller, thrust, pitch, and operational mode indicators readable from the conning position?		
Is the change over instruction available for auto pilot?		
Are the Mechanical clocks (2 pcs.) for LMT and GMT checked?		
Have the Pre-arrival and pre-departure tests been carried out and recorded to log books?		

Lights, Shapes, and Sound Signals

	Control Results	Remarks (if any)
Are the sound signals (whistle, gong, bell) and shapes (2 black balls, 1 diamond shape at the bridge, 1 block ball at the forecastle) in good condition?		
Are the lights properly installed per COLREG 1972?		
Are the navigation lights and signals functioning properly? - Is the warning device for navigation light failures on the bridge operating efficiently in terms of its visual and audible properties? - Are the port and starboard side light screens painted matte black? - Correct bulbs fitted? - Are the lenses clean? - Are spares available? - Are the securing blankets and mountings in good condition?		
Is the daylight signaling lamp independent from the ship's power supply and working satisfactorily?		

Are Portable battery and spares available?		
Are the NUC (Not Under Command) lights correctly positioned?		
Are the current edition of the International Code of Signals and the list of lights available?		
Are Country Flags available?		
Is there a complete set of Signal Flags?		

Nautical Publication

	Control Results	Remarks (if any)
Are the nautical publications on board, and are they up-to-date with current editions? - Sailing directions - Tide Tables - List of Lights - List of Radio Signals - International Code of Signals - IAMSAR Manual Vol III - Nautical Almanac		
Are charts up-to-date with current editions? - Are Notice to Mariners up-to-date with the latest corrections? - Is the latest edition of Cumulative List of Notice to Mariners available? - Is the Chart Catalogue updated? - Is ECDIS up-to-date with the latest corrections? - Are all charts available for the next Voyage? - Is the Chart correction log being kept?		
Are the latest IMO publications readily available on board and are they up-to-date with current editions?		
Are the latest ITU publications readily available on board and are they up-to-date with current editions? - ITU List IV - ITU List V - Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services		
Are the latest ILO publications readily available on board and are they up-to-date with current editions?		
Is the Medical Guide's latest edition available on board?		
Are the Flag Administration Circulars up-to-date?		

Logs

	Control Results	Remarks (if any)
The following entries should be verified on Official Deck Log Book: - Onboard Training and Instructions - Lifeboat falls - Steering Gear test before departure - Communication system bridge to steering gear test - Safety Drills - Periodic Safety equipment checks - Lifeboat engine test		
Is the Engine Log Book up to date?		
Is the Radio Log Book up to date?		
Radio Station Licence		
Has the Chronometer error logbook has been checked and found satisfactory?		
Is the berth-to-berth Voyage Plan available on board? Are all charts for the next voyage available? Are the No-go areas, margins of safety, charted tracks, wheel-over points, tides, and current determined?		
Has the voyage plan been signed by all navigating officers?		

Life-saving Appliances and Safety Equipment

	Control Results	Remarks (if any)
Has the Muster List been posted throughout the ship in the working language of the vessel? - Are the duties assigned to different crew members specified in the muster list? - Have substitutes for key personnel who may become disabled been assigned? - Has the muster list been revised in accordance with the latest crew change?		
Are Emergency instructions provided for each person onboard?		
Are maintenance instructions for life-saving appliances available on board?		
Have Line-throwing appliances been checked for validity and quantity?		

Have Rocket parachute flares been checked for validity and quantity?		
Are All pyrotechnics and smoke signals within manufacturer expiration dates and in the required quantity?		
Are Search and rescue locating devices capable of operating with batteries in date (SART/AIS SART)?		
Are Training Manuals available in crew mess rooms or cabins (SOLAS, Fire Training Manuals, Fire Maintenance/Operational Booklet)?		
Are lifebuoys in good condition? - Are they fitted with retro-reflective material? - Are they stowed Correctly? - Is the ship's name marked? - Are the Self-igniting lights working? - Are the lifebuoys equipped with self-igniting lights and self-activating smoke signals capable of quick release from the navigating bridge, and are the smoke signals within their expiration date?		
Are lifejackets in good condition? - Are the whistle and lights of lifejackets working? - Are they fitted with retro-reflective material? - Are the batteries within their expiration dates? - Are they stored in easily accessible and marked locations? - Are additional lifejackets provided for personnel on the watch (Bridge & ECR) and for use at remotely located survival craft stations? - Are the Lifejacket accessories available for over 140kg persons? - Are the exact quantity and locations shown on the safety plan and located on board?		
Are Immersion Suits in good condition? - Are they fitted with retro-reflecting material? - Are the lights checked? - Are Immersion Suits provided for each person on board? - Are additional Immersion Suits located in remote working stations?		
Are fireman outfits in good condition? - Are the axe, safety harness, fireproof lifeline, gastight torch, and safety harness available? - Are the air cylinders charged? - Are the batteries of the Safety Lamp tested? - Are the crew familiar with donning fireman outfits?		
Are Self-Contained Breathing Apparatus in good condition? - Is there a sufficient number available? - Spare bottles available? - Are they correctly located? - Are the crew familiar with donning Bas?		
Are the atmospheric test meters and alarms calibrated?		

Has the periodic inspection of LSA equipment on the vessel been conducted, and have these inspections been recorded?		
Are the service reports of LSA equipment available?		

Liferafts

	Control Results	Remarks (if any)
Have the liferafts been serviced by an approved service company?		
Is the annual inspection of the liferafts, which have a service interval of 30 months, carried out by the ship's crew?		
Are the liferafts correctly secured? - Have the liferafts been placed in cradles as per the manufacturer's instruction? - Are the launching arrangements in proper condition, with no obstructions for float-free operation?		
Have the liferafts been marked with the ship's name, maker's name, serial number, last service date, number of people, and launching instructions?		
Is the liferaft painter permanently attached to the ship through a weak link?		
Are the liferaft hydrostatic releases properly connected and have valid service certificates with expiration dates?		
Are the launching davits for davit-launched liferafts, where fitted, in good working order with off-release hooks of approved type?		

Rescue Boats, Life Boats and Launching Arrangements

	Control Results	Remarks (if any)
Has the rescue boat/lifeboat equipment been checked in accordance with the LSA Code and found to be complete as per the Record of Approved Cargo Ship SAFEQ Form E?		
Is the rescue boat/lifeboat properly marked and fitted with retro-reflective material?		
Is the rescue boat, if of inflatable type, serviced in accordance with the manufacturer's instructions and kept fully inflated and ready for use?		

Is the propeller guard of the rescue boat checked for condition?		
Is the rescue boat launching appliance in good working order, including the on-load and off-load release hooks of the approved type?		
Does the rescue boat engine start readily, operation tests performed and the fuel tank is full?		
Launching arrangements of the Lifeboat/rescue boat are in satisfactory condition?		
Have the lifting hooks been checked?		
Has the boat structure been visually inspected?		
Has the mechanical propulsion been tested?		
Have the portable exposure covers, supports, and securing arrangements been checked?		
Have the number of persons approved to carry, the name of the ship, and port of registry been marked?		
Are each seating position clearly indicated? Do the seat belts have contrasting colors?		
Have the instructions for hook release been clearly posted in the working language of the ship?		
Has the oar been visually checked?		
Have the drain valve positions been marked?		
Have the rudder, tiller, and steering arrangements been checked for condition?		
Are food rations available within their expiration dates?		
Are pyrotechnics available within their expiration dates, and are they of approved type?		
Are the release and recovery arrangements for FreeFall lifeboats in good condition?		
Are the Closing Appliances for Free-fall lifeboats in good condition, with loose gear stowed properly?		
Are the seats, anchorages, and seat belts for Free-fall lifeboats in good condition?		
Is the engine exhaust system for Free-fall lifeboats free of fuel, with the cooling system free of leaks and properly insulated hot surfaces? Are fire-retardant covers present for the engine and protection covers for moving parts of the engine and shaft?		
Are water-resistant instructions for starting and operating the Free-Fall engine posted in the ship's working language?		

Is the lighting at muster stations adequate and supplied by an emergency power source?		
Are survival craft launching instructions using IMO symbols posted?		
Are Embarkation Ladders in good condition? - Is the Annual survey completed to ensure the satisfactory condition of embarkation ladders? - Is the 5-yearly survey performed to conduct load tests on embarkation ladders?		
Are the lifeboat/rescue boat davits in good working condition? - Are all blocks greased and rotating freely? - Have the limit switches on davits been tested and found satisfactory? - Have davit winches been tested, with brakes working satisfactorily? - Have the davits been checked against ant wastage? - Have the wires been checked? - Are the launching instructions posted?		
Is the rescue boat/lifeboat lowered to the embarkation deck, and are launching appliances and their connections checked for proper operation? Is release mechanisms tested by releasing from the hook?		
Is the Tricing gear fixed between Davit and the boat, and is bowing tackle readily available?		
Have the hull integrity of the lifeboat/rescue boat, flooring, releasing hook connections, and releasing gear been inspected for any signs of wastage, slippery surface or corrosion?		
Has the air supply system been properly maintained?		
Has the rescue boat/lifeboat painter connected?		
Does the window of the rescue boat/lifeboat provide clear visibility?		

Fire Protection and Detection

	Control Results	Remarks (if any)
Are the Fire Control Plans up to date with amendments and in good condition?		
Have appropriate IMO markings and symbols been located next to the Fire Control Plan?		
Is there a duplicate set of plans stored outside the deckhouse, along with the recent crew list?		

Are instructions for all firefighting equipment available in the ship's working language?		
Is the main fire pump tested with two hoses in the connection? Do the pumps have the capability to take sea suction and maintain the proper line pressure?		
Has the emergency fire pump starting system been checked, and are instructions available? Do the pumps have the capability to take sea suction and maintain the proper line pressure?		
Has the fire main/foam line been checked for condition and inspected under pressure against any leaks?		
Do the emergency fire pump-associated ship's side valves operate freely and are they fitted with spindles?		
Have the isolating valves been marked, and are they operational?		
Has the fire line isolating valve between the deck and engine room been tested to ensure it is functioning properly?		
Are hydrants with handwheels in good condition?		
Are fire hoses, nozzles, and fireboxes in good condition, free of any leaks, and stored properly?		
Are the fire hoses the correct length and diameter for their respective locations?		
Is the International Shore Connection readily available, and is its location marked with IMO symbols?		
Are the sandboxes full, and is the scoop in place?		
Are the fixed fire extinguishing arrangements for machinery and cargo spaces control rooms clearly marked and readily accessible?		
Are servicing records for fixed systems available, including the date of the last recharge or sample test of foam? Are there any loose hoses?		
Is access to the fixed CO2 system ensured with the key readily available in the glass box?		
Are the valves of the fixed water spray system properly aligned and ready for immediate use?		
Are portable and non-portable fire extinguishers fully charged, properly stowed, and within their service dates?		
Are servicing and inspection records of fire extinguishers, including hydrostatic tests, available?		
Is the gas release alarm operating satisfactorily, with clear instructions for operation posted in the ship's working		

language? (Are all CO2 systems provided with two separate releasing controls?)		
Have the fire, smoke, and heat detectors been tested to ensure proper operation?		
Has the paint locker fire extinguishing system been checked and found satisfactory?		
Are the galley exhaust grease traps clean, and are the dampers operational?		
Are the remote stops for ventilation fans, galley exhaust, boiler fans, oil fuel pumps, and other pumps that discharge flammable liquids operational and marked?		
Are the quick closing valves on the tanks for oil fuel, lubricating oil, and other flammable liquids operational, and are the wires in good condition?		
Are the inert gas system generator, scrubber, valves, pipework, blowers, control system, deck seal, oxygen analyzer, alarms, and overboard discharge in good condition and operating satisfactorily?		
Are the ventilation and funnel dampers easily accessible?		
Are the ventilation and funnel dampers operational and clearly marked?		
Are the ventilation and funnel dampers operational and clearly marked?		
Are the acetylene and oxygen cylinders stored in approved permanent stowage facilities that are clearly marked outside of machinery spaces?		
Are empty cylinders stored in storage spaces clearly marked and handled similarly to full cylinders?		
Are emergency exits from accommodation, machinery, and other spaces unobstructed, with ladders and hatches in good condition?		
Has the emergency lighting been checked and found satisfactory?		
Are the self-closing doors satisfactory and free of holdback hooks?		
Are all remote-release doors operating satisfactorily?		
Are the Emergency Escape Breathing Devices (EEBDs) positioned according to Flag State regulations and as indicated on the Fire Control Plans, and are they serviced in accordance with the manufacturer's recommendations?		
Are the fire dampers in proper working condition, having been functionally tested and examined?		

Do the damper flaps exhibit structural integrity, without any indication of edge wastage?		
Has the external ventilation trunk been appropriately marked to indicate the position of the damper flap, whether it's OPEN or CLOSED?		
Does the fire detection panel display any faults?		
Are the isolation and relief valves functioning correctly?		
Are manual fire control call points working properly?		

Hull and Fittings Structure

	Control Results	Remarks (if any)
Are there any cracks, buckling, or defects observed in the decks, bulkheads, cargo holds, shell plating, top side tanks, or tanktop plating?		
Is the hatch cover mechanism in good condition? - Is there any hydraulic leaks? - Are the gaskets, cleats, wedges, and securing devices in good condition? - Are the hatches tight?		
Are chain lockers checked against deterioration?		
Have the embarkation and disembarkation arrangements (gangways and accommodation ladders) been inspected and maintained according to SOLAS Chapter II-1, Regulation 3-9? - Has the gangway safety net been prepared and correctly rigged? - Are there any defects such as deteriorated steps or side ropes? - Is Pilot Ladder Type Approval Certificate available? - Is the Accommodation Ladder load test report available? - Is the Portable Gangway load test report available?		
Have the hold access ladders been checked for damage and deterioration?		

Mooring Arrangements

	Control Results	Remarks (if any)
Are certificates available for all mooring lines and wires?		
Does the ship have a Mooring System Management Plan?		
Are the anchors and chain cables in good condition, properly stowed, with hawse pipe and chain pipe covers in place?		
Have the windlass and mooring winches been checked for brake linings, guards, foundation deterioration, rusting, operating controls, and hydraulic leaks?		
Have the rat guard and anchor stopper been properly installed?		
Are the mooring ropes and wires in good condition?		
Are the fairleads in good condition, and are the rollers free?		
Are Emergency Towing Procedures available?		

Cargo Gear

	Control Results	Remarks (if any)
Are the cargo gear surveys up-to-date?		
Have the derricks, cranes, masts, and loose gear been checked for their condition?		
Have all ladders, walkways, and handrails been checked for their condition?		
Are the winches used in association with lifting equipment in good condition?		
Are the safe working loads (SWL) clearly marked?		

Load Line Items

	Control Results	Remarks (if any)
Are the load line marks, including the deck line and draught marks, all clearly visible and correctly marked, ensuring they are identical to the marks in the Load Line Certificate?		

Are the timber fittings in good condition on the ship with timber load line markings?		
Have the ventilators and air pipes been checked for damage and deterioration, including the condition of closing devices and flame screens?		
Have the weathertight doors been checked for condition, such as corrosion, buckling of the door and hinges, deterioration of gasket retaining channels, missing/frozen/corroded dogs/cleats, and weather-water tightness?		
Have the main cargo hatch coamings and coaming stays been checked for condition, such as corrosion and damage?		
Have the main hatch covers and access hatch covers been checked for condition, including corrosion and damage to retaining channels, missing or deteriorated gaskets, and missing/frozen/corroded dogs/cleats affecting weather-water tightness? - Are hatch cover side cleats and cross joint wedges intact and operational? - Are rubber seals and retaining channels intact? - Are corner drains provided with non-return devices? - Are compression bars not misaligned?		
Have the windows, sidescuttles, and skylights been checked for their condition?		
Have the deadlights and storm covers, where fitted, been checked for their condition?		
Are the water level/ingress alarms (both audio and visual) operating properly and adequately protected?		

Machinery and Electrical

	Control Results	Remarks (if any)
Are machinery spaces, including the steering gear space, pump room, tank tops, and bilges, free from excess oil or other fire hazards, including accumulations of oily waste material and rags?		
Are the main machinery and essential auxiliaries operating satisfactorily, with no excessive fuel, lubricating oil, or water leakages?		
Have the auxiliary engines and attachments been tested to ensure that emergency shutdowns, gauges, automatic changeovers, and quick-closing valves are operating properly?		

Is the shielding of high-pressure oil fuel lines in place, and is the alarm working?		
Are the exhaust pipes properly insulated, and is the insulation free of any oil contamination?		
Have the exhaust pipes been properly insulated, and is the insulation free of any oil contamination?		
Are there any excessive steam leaks?		
Are the steam pipes properly insulated?		
Is the boiler safety valve operating?		
Are the boiler gauge glasses clean?		
Is the bilge pumping system operating satisfactorily?		
Have all sounding pipes in machinery spaces been fitted with closing devices? If weighted lever cocks are used, are the weights in place and are the levers not constrained in the open position?		
Have the cooling water piping systems been examined for their condition?		
Are the sea chests and sea valves in good condition?		
Have the remotely operated watertight doors been tested and found satisfactory?		
Is the communication between the engine room/control room and the bridge, including the telegraph, satisfactory?		
Are the escape routes from machinery spaces not obstructed?		
Is the Inert Gas System operational? (In tankers) Are visual alarms and high-high alarms working properly?		
Is the Egzaust Gas Cleaning System (EGCS) approved by the Flag State Administration? - Are the crew familiar with the operation? - Is the compliant fuel being used?		

Alarms

	Control Results	Remarks (if any)
Is the engineer's alarm audible in the engineer's accommodation area?		
Are the machinery alarms functioning properly?		
Are the boiler alarms functioning properly?		

Is the general alarm audible throughout the accommodation and normal crew working spaces?		
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Electrical

	Control Results	Remarks (if any)
Has the conduit for electric cabling on deck been checked for its condition?		
Are the main generators capable of being synchronized in satisfactory condition (where applicable)?		
Has the electric cabling, including junction boxes, throughout the accommodation, machinery spaces, and on deck, been checked for protection, insulation, support of cable runs, broken fittings, or cables with bare ends, and found to be in satisfactory condition? Are megger tests available?		
Have the lighting and electrical installations in hazardous areas, such as battery rooms, paint lockers, and acetylene and oxygen storage, been verified to be of certified Safe Type and found to be in satisfactory condition?		
Is the cleanliness and ventilation of the battery compartment satisfactory, with natural ventilation fitted at the ceiling? Is all the necessary battery room equipment present and in good condition, including gloves, eye protection, hydrometer, etc.?		
Are all cable penetrations in the accommodation (wheelhouse/radio room, etc.) sealed properly?		

Main and Emergency Switchboards

	Control Results	Remarks (if any)
Are all protective devices (e.g., fuses, circuit breakers) present and in working order?		
Are the instrumentation and indicators correct and in working order?		
Are non-conducting mats equipped where necessary at the front and rear?		
Are there any obstructions or equipment stored in or around the switchboards?		

Are the 220V main and emergency switchboards, as well as feeder panels, clear of any low insulation readings?		
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Emergency source of power

	Control Results	Remarks (if any)
Has a transitional source of power (as applicable) and emergency power batteries been checked for proper operation?		
Has the emergency generator been operationally tested and confirmed capable of coming online automatically?		
Have the automatic start and secondary means of starting been tested?		
Is the emergency generator fuel oil tank full, and is the quick-closing valve functioning properly?		
Have the starting batteries and charging arrangements, where fitted, been checked, and is the charger operating correctly?		
Have the batteries been tested under load?		
Have the emergency lighting and services been examined, confirmed to be working, and found satisfactory in machinery spaces, escape ways, muster stations, etc.?		

Steering gear

	Control Results	Remarks (if any)
Have the main and emergency steering gear been tested to ensure they are functioning properly?		
Are there any hydraulic leaks?		
Are instructions available for changing over to remote steering gear control?		
Is communication with the bridge operating satisfactorily?		
Are the rudder angle indicators reading the same as the bridge and clearly visible at the emergency steering position?		
Are officers familiar with emergency steering gear procedures?		

MARPOL

	Control Results	Remarks (if any)
Is ODME working properly, if fitted? - No unauthorized piping or electrical modifications? - Have any operational downtime recorded in the ORB?		
Is the oil filtering equipment on board type-approved in accordance with the IOPP Certificate?		
Is the oil filtering equipment system effectively inspected, tested, and maintained in accordance with the planned maintenance system on board?		
Is the 15 ppm oil content alarm correctly adjusted and operating properly?		
Is the automatic 3-way valve or stopping device at the outlet of the oil filtering equipment functioning?		
Is a sampling point provided in a vertical section of the water effluent piping as close as practicable to the 15 ppm Bilge Separator outlet?		
Is the oil filtering equipment system free of illegal bypasses or unauthorized modifications?		
If the incinerator is designated for burning oil residues, has it been marked in the IOPP Certificate? - Are Incinerator alarms and safety devices operational? - Are manufacturer's instructions available? - Are incinerator alarms working properly?		
If the auxiliary boiler is designated for burning oil residues, has it been indicated on the IOPP Certificate?		
Are the sludge tanks free of any illegal direct connection overboard?		
Is there a standard discharge connection available to enable sludge to be discharged to shore reception facilities?		
Is Approved Bilge and Sludge Piping Plan available?		
Is Approved Sewage Piping Plan available?		
Is there evidence of sludge and/or bilge water being discharged to port facilities?		
If sludge has not been discharged into port facilities, has the incinerator or auxiliary boiler been used for burning sludge on board?		
Is there sufficient capacity remaining in the sludge and/or bilge water tanks for the intended voyage?		

Is the sewage treatment system operational and free of leaks? - Is the sewage treatment plant fully operational, including components such as aeration blowers, sight tubes, alarm panels, etc.? - Is the sewage treatment plant approved by the Administration?		
Are the Engine Room (Part I) and Cargo (Part II) Oil Record Books (ORBs) correctly completed? If engine room oily water or sludge has been disposed of into a cargo or slop tank, has this event been recorded in both Oil Record Books?		
Are the entries in the Garbage Record Book up to date?		
Is the BWTS available and working in good condition? - Are officers familiar with BWTS operations? - Have the BWTS maintained in accordance with manufacturer's and vessels own PMS?		
Are there valid Statement of Compliances; - Fuel Oil Consumption Reporting from 2019 and onwards of 1 June of each following year and/or, - Carbon Intensity Rating from 2023 and onwards of each following year		

ISM

	Control Results	Remarks (if any)
Is the Safety Management Manual present on board?		
Is the A Safety and Environmental Protection policy located in proper conditions and understood by crew?		
Is there relevant documentation regarding the SMS in a ship's working language?		
Is there evidence that the Master has reviewed the Safety Management System?		
Can senior officers identify the "designated person" and know how to contact them?		
Have the procedures for establishing and maintaining contact with shore management in an emergency been tested?		
Are programs for drills and exercises to prepare for emergency actions available on board, and are records of these drills and exercises available?		

Have the procedures to report and response-conformities, accidents, and hazardous occurrences been followed?		
Are the bridge and engine room checklists (for arrival, departure, testing controls, watchkeeping, etc.) being followed?		
Does the ship's Safety Management System (SMS) have a maintenance routine that includes the testing of standby equipment and critical equipment/systems, and are records of these tests available?		
Are training and familiarization procedures for crew members conducted in accordance with documented procedures?		
Is there evidence of repetitive and outstanding deficiencies from previous Port State Control (PSC) inspections?		
Are the Master's Standing Orders and Night Orders available?		
Is personnel protective equipment (PPE) such as safety shoes, helmets, overalls, gloves, goggles, safety harnesses, etc., available and being used?		
Are internal safety audits carried out on board and ashore at intervals not exceeding 12 months?		
Is there evidence of an assessment of all risks to ships, personnel, and the environment, and the establishment of the appropriate safeguards?		
Is the Working Arrangement Table available?		
Have permit-to-work procedures (hot work, entry into enclosed spaces, working aloft, etc.) been performed?		
Have internal audits been conducted at intervals not exceeding 12 months?		
Has the ship implemented PMS? Are corrective actions taken for overdue PMS items?		

ISPS

	Control Results	Remarks (if any)
Does the crew know the name and contact details of the CSO, and are these details posted in relevant locations?		
Are there MARSEC security level records for the last 10 ports of call?		
Are the records of "Changes in security level" available?		

Are the records of Periodic reviews of Ship Security Assessment and Ship Security Plan available?		
Is there a Certificate of Ship Security Officer (SSO) available?		
Does the vessel have a routine for regularly testing the ship security alert system?		
Is vessel hardening procedure available?		
Are gangway log book entries kept and up to date?		
Are restricted areas clearly marked?		
Is access to the ship controlled, and are the access control measures at each security level performed at ladders, gangways, ramps, doors, side scuttles, windows, ports, etc., if applicable?		
Are cyber security procedures and manual available on board?		

MLC

	Control Results	Remarks (if any)
Are all seafarers over 16 years of age?		
Are no seafarers below 18 years of age engaged in night work or dangerous work?		
Is the cook over 18 years of age?		
Is a fully qualified cook with a valid certificate/document of compliance employed for ships with prescribed manning of 10 or more?		
Are personnel trained and instructed in areas including food and personal hygiene, as well as storage of food, for ships with prescribed manning less than 10?		
Do all seafarers have valid medical certificates to carry out their duties, and are they issued in English?		
Have all seafarers completed personal safety onboard training?		
Do all seafarers have valid Certificates of Competency, including endorsements issued by the Flag State?		
Is the ship manned according to the Minimum Safe Manning Document?		
Do all seafarers have valid Certificates of Competency, including endorsements issued by the Flag State?		
Do all seafarers have a copy of their employment agreement, signed and in English?		

The SEAs shall in all cases contain the followings: (a) the seafarer's full name, date of birth or age, and birthplace; (b) the shipowner's name and address; (c) the place where & date when the SEA is entered into; (d) the capacity in which the seafarer is to be employed; (e) the amount of the seafarer's wages or, where applicable, the formula used for calculating them; (f) the amount of paid annual leave or, where applicable, the formula used for calculating it; (g) the termination of SEA and the conditions thereof, including: - (i) if the SEA has been made for an indefinite period, the conditions entitling either party to terminate the SEA, as well as the required notice period which shall not be less for the shipowner than for the seafarer (in any case not less than 7 days for both); - (ii) if the SEA has been made for a definite period, the date fixed for its expiry; and - (iii) if the SEA has been made for a voyage, the port of destination and the time which has to expire after arrival before the seafarer should be discharged; (h) the health and social security protection benefits to be provided to the seafarer by the shipowner; (i) the seafarer's entitlement to repatriation; (j) reference to a Collective Bargaining Agreement (CBA) if applicable; and (k) any other particulars which national law may require.		
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?		
Are seafarers charged for recruitment and placement services?		
Are the STCW and flag Administration's regulations that control hours of work to minimise fatigue being followed ? ▪ Do the records confirm that the maximum hours of work or minimum hours of rest is followed, and in English?		
Is the food and drinking water served on the ship of appropriate quantity, nutritional value, and quality, in accordance with national provisions, covering the requirements of the ship, and taking into account the differing cultural and religious backgrounds of seafarers working and living on board, and provided free of charge?		
Are medical personnel with appropriate qualifications (such as medical doctors or seafarers trained to administer medical care or medical first aid) on board?		
Is the medicine chest, medical equipment, and medical guide in compliance with national legislation and with valid expiration dates?		
Is the ship's hospital tidy and medical records up-to-date?		

Has a proper risk assessment been conducted for onboard occupational safety and health management?		
Does the ship have onboard procedures for the fair, effective, and expeditious handling of seafarer complaints? ▪ Do all seafarers have a copy of Complaint Form and Procedures?		
Are the lighting, hot and cold water supply, drainage, heating, and ventilation arrangements in the accommodation satisfactory?		
Is the furniture and equipment in the crew cabins in satisfactory condition?		
Are the mess rooms, sanitary facilities, laundry, hospital, recreational, catering facilities, and provision facilities clean, hygienic, and in satisfactory condition?		
Are the frequent inspection records for accommodation, food, and water facilities available?		
Are records of frequent Ship Safety Committee Meetings available?		

Türk Loydu
PSC Annual Report



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