

2025 edition



Türk Loydu PSC Annual Report



TÜRK LOYDU



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2025 Edition

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TURK 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 is a member of IACS and a Recognized Organization for 20 Flag States Administration; 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 Turk Loydu Annual Port State Control (PSC) Report provides general information for port state controls, statistical information regarding inspections performed on Turk Loydu Classed/RO vessels by the various PSC regimes, summarizes deficiencies recorded during inspections, and the port state control preparation checklist. It is aimed to provide shipowners with a general perspective and awareness about PSC through the information provided by this report, thus increasing their PSC performance.

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: The department conducts risk assessments on fleet vessels to identify high-risk ships and those that could potentially be detained during Port State Control and Flag State inspections, 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 department focuses on monitoring and overseeing the Port State Control (PSC) and flag State Inspection performance of vessels within the Türk Loydu fleet and works towards enhancing their compliance and operational standards through Türk Loydu Port State Control Procedure. Port State Control and Fleet Monitoring Procedures have been established to continuously elevate the standards on TL-classed ships. These procedures involve a detailed review of all PSC inspections, with each deficiency carefully documented to ensure systematic correction. By conducting daily monitoring and analysis of Port State Controls, digitalizing and enhancing the TL fleet monitoring system, implementing Unscheduled Surveys to prevent detentions, and strengthening its expert team, TL strives to maintain high fleet performance standards and achieve significant success.

Incident Investigation: Türk Loydu ensures that marine casualty and marine incident investigations of Türk Loydu-classed vessels are conducted, extracting valuable information from these incidents to identify the causal factors. This process enables the development of corrective and preventive actions, as well as the development and/or revision of Türk Loydu Rules, procedures, or instructions when necessary.

1. Introduction

a. Aim of Port State Control

The majority of global trade is conducted by ships, which play a vital role in maritime trade through ports worldwide. As the economy grows, the demand for maritime transport continues to rise. Therefore, it is crucial to maintain vessels at satisfactory standards to ensure safe transportation.

Port State Control provides the framework for conducting inspections to achieve this. These inspections are carried out systematically and play a critical role in preventing substandard ships from participating in sea transport, ensuring safety, security, and environmental protection. The increasing number of amendments to relevant international conventions has significantly strengthened Port State Control activities globally. In line with these developments, Türk Loydu has been continuously enhancing its efforts since its establishment to improve the PSC performance of its fleet and eliminate substandard vessels.

b. Directive 2009/16/EC on Port State Control

Taking into account the changes in international regulatory frameworks, such as those from the Paris MoU and IMO, as well as technological advancements and the experiences gained from the implementation of Directive 2009/16/EC on Port State Control, the directive has been revised. The revised and consolidated edition came into effect on January 1, 2025.

The revision set aims to tighten port state control (PSC) procedures significantly. It introduces new measures related to environmental sustainability, changes in ship risk profiles, and the inclusion of new conventions, among other updates. These changes are designed to create a safer, more environmentally responsible maritime environment in EU ports while ensuring compliance with international standards.

The consolidated version can be accessed via the following link:
<https://eur-lex.europa.eu/eli/dir/2009/16/oj/eng>

c. Ship Risk Profile in 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.

d. Recognized Organization Performance Table of Paris MoU

"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.

Turk Loydu is classified in the Medium Performance category for the period between 2021 and 2023 and continues to make all necessary efforts to achieve inclusion in the high-performance list.

ParisMoU Performance List: valid 01-07-2024 / 30-06-2025



RECOGNIZED ORGANIZATION PERFORMANCE TABLE 2021-2023

Recognized Organization	RO Abbrev.	Inspections	Detentions	Low / medium limit	Medium / high limit	Excess Factor	Performance level
American Bureau of Shipping	ABS	6,334	1	146	108	-1.97	High
DNV AS	DNV	23,828	31	513	441	-1.85	
China Classification Society	CCS	1,140	1	31	15	-1.74	
Lloyd's Register	LR	11,737	26	260	209	-1.73	
RINA Services S.p.A.	RINA	5,781	15	134	98	-1.66	
Bureau Veritas	BV	11,673	35	259	208	-1.64	
Korean Register	KR	1,854	4	47	27	-1.61	
Nippon Kaiji Kyokai	NKK	8,651	40	195	151	-1.43	
Russian Maritime Register of Shipping	RMRS	1,093	3	30	14	-1.37	
Croatian Register of Shipping	CRS	160	0	7	0	0.03	
Qualitas Register of Shipping S.A.	QRS	124	0	6	0	0.10	
Turkish Lloyd	TL	267	2	10	1	0.11	
International Naval Surveys Bureau	INSB	541	7	17	5	0.17	Medium
Phoenix Register of Shipping	PHRS	633	9	19	6	0.21	
Bulgarian Register of Shipping	BRS	332	4	11	2	0.22	
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	498	7	16	4	0.24	
Overseas Marine Certification Services	OMCS	193	2	8	0	0.25	
Dromon Bureau of Shipping	DBS	605	10	18	6	0.33	
Veritas Register of Shipping Ltd	VRS	87	1	4	0	0.36	
Panama Maritime Documentation Services	PMDS	152	3	6	0	0.49	
Intermaritime Certification Services, ICS Class	ICS	94	2	5	0	0.52	
Indian Register of Shipping	IRS	241	5	9	1	0.52	
Shipping Register of Ukraine	SRU	131	3	6	0	0.56	
Isthmus Bureau of Shipping, S.A.	IBS	206	5	8	0	0.62	
Macosnar Corporation	MC	71	2	4	0	0.62	
Mediterranean Shipping Register	MSR	70	2	4	0	0.62	
International Register of Shipping	IS	292	8	10	1	0.74	
United Registration and Classification of Services	URACOS	221	7	8	0	0.83	
National Shipping Adjuster Inc.	NASHA	88	4	4	0	0.92	Low
Panama Shipping Registrar Inc.	PSR	62	4	4	0	1.44	
Hellas Naval Bureau of Shipping S.M.P.C	HNBS	77	5	4	0	1.78	Very Low
Other	OTHER	317	33	11	2	6.78	

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.

e. 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 2023, a Concentrated Inspection Campaign focusing on 'Fire Safety' was conducted from September 1st to November 30th in both the Paris MoU and Tokyo MoU regions. Paris MoU shared the results of the 2023 Fire Safety Concentrated Inspection Campaign, showing generally satisfactory compliance, but with 9.3% non-compliance on fire door conditions and 9.2% on fire drills. The Paris MoU conducted an unannounced Focused Inspection Campaign on fire doors from 1 to 28 July 2024, revealing 13.9% non-compliance, with 30% of this due to a lack of ISM Code implementation. All shipowners and managers must take the necessary actions to ensure full adherence.

In 2024, a Concentrated Inspection Campaign focusing on 'MLC Wages and Seafarers' Employment Agreements' was conducted from September 1st to November 30th in both the Paris MoU and Tokyo MoU regions.

The schedule for Concentrated Inspection Campaigns (CICs) to be conducted jointly by the Paris MoU and Tokyo MoU in the coming years is as follows:

2025: Ballast Water Management

2026: Cargo Securing

f. 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

g. If Your Ship Is Detained

Turk Loydu is ready to support ship owners/managers and/or the master with releasing the vessel from Port State detention. Owners/managers must notify Turk Loydu when a vessel is detained by a Port State Authority or flag administration. Failure to notify Turk Loydu of detention gives Turk 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 Turk 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 a Port State Control analysis of the TL fleet, covering statistics, inspection rates, performance metrics, and more. The data was collected from various sources, including:

- Memorandum websites (e.g., Paris MoU, Black Sea MoU, Mediterranean MoU, Tokyo MoU, etc.).
- Notifications from shipowners or managers.
- External sources such as IHS Maritime, Lloyd's List Intelligence, and Equasis.

a. Deficiencies and Detainable Deficiencies Statistic from 2020 to 2024

Figure 2.1 presents the number of deficiencies and detainable deficiencies in the TL fleet over the five-year period from 2020 to 2024.

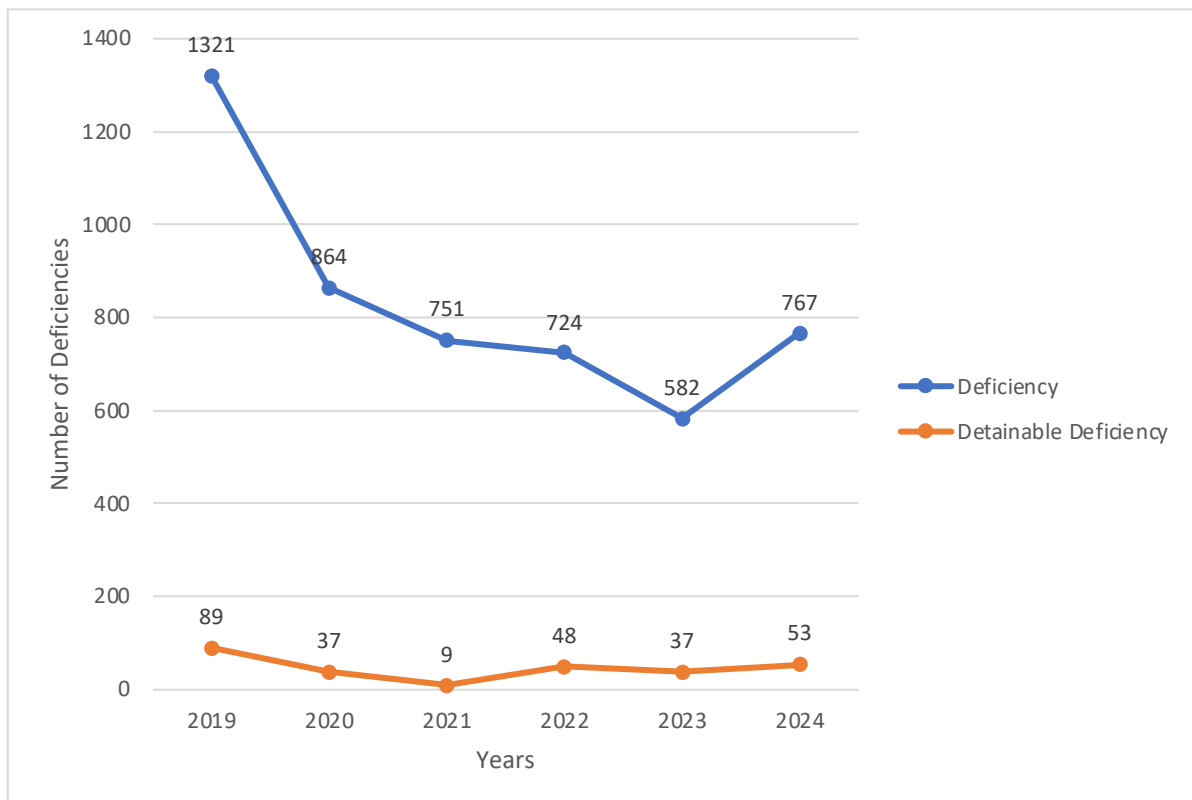


Figure 2.1
Deficiencies and Detainable Deficiencies of TL Fleet

b. Inspection and Detention Analysis

Table 2.1 contains the PSC inspection and detention statistics for 2024 for the vessels for which Türk Loydu is the Recognized Organization. The fleet is most frequently inspected by the Paris MoU and the Black Sea MoU.

Table 2.1 Turk Loydu (As. an R.O.) Inspection and Detention Analysis in 2024

Mou	Inspection	Detention	Detention Ratio (%)
Paris	104	5	4.8 %
Black Sea	67	1	1.5 %
Mediterranean	46	0	0 %
Others	7	1	14.28 %
Total	224	6*	2.7 %

*Since one of the detentions falls under both the Paris MoU and the Black Sea MoU, it has been considered as a single detention in total.

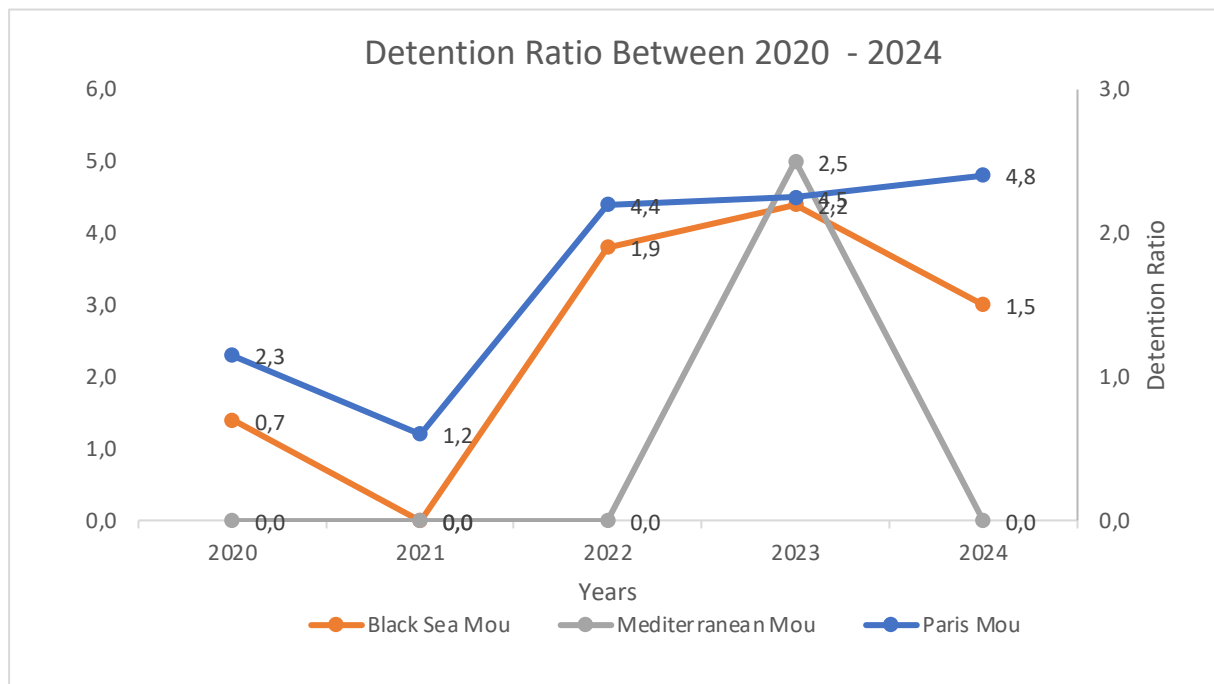


Figure 2.2
Detention Ratio Between 2020-2024

c. Most Common Deficiencies and Detainable Deficiencies of 2024

The graph in Figure 2.3 represents the deficiencies recorded in the TL fleet in 2024. In 2024, the most commonly recorded deficiencies are in the categories of Certificate & Documentation, Labour Conditions, and Safety of Navigation.

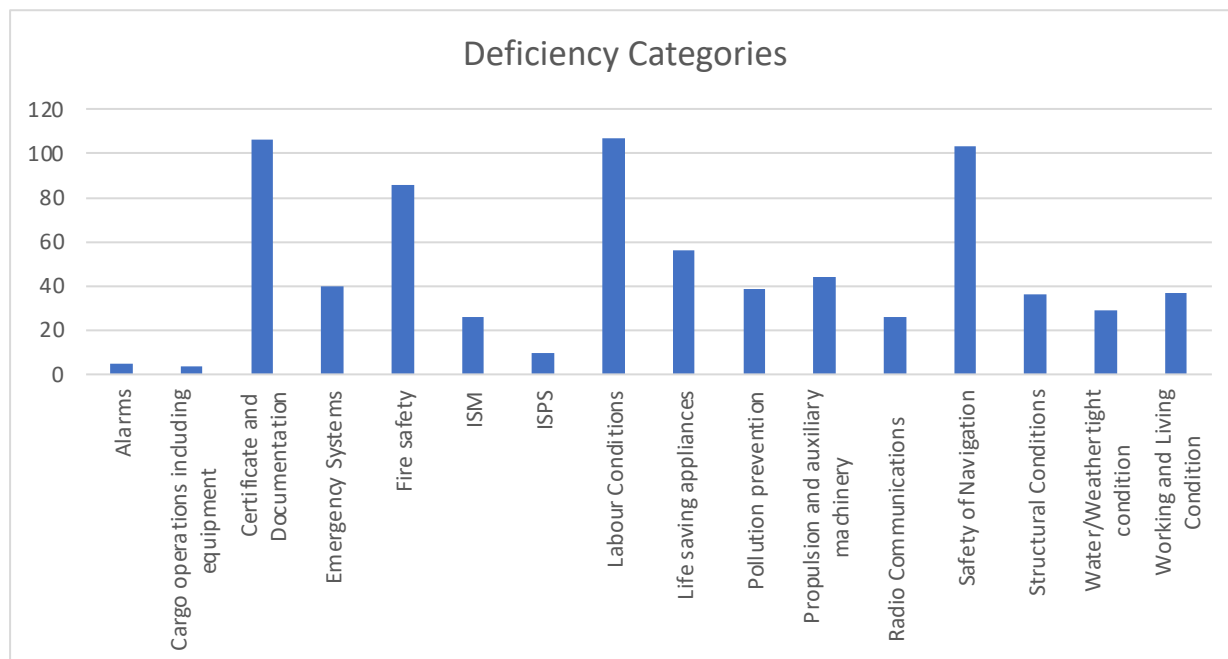


Figure 2.3
Most Common Deficiencies of TL Fleet in 2024

The graph in Figure 2.4 represents the detainable deficiencies of the TL fleet in 2024. According to the graph, the most commonly recorded detainable deficiency categories are Certificate and Documentation, Emergency Systems, and Fire Safety. There were no detainable deficiencies recorded under the categories of Alarms, ISPS, Cargo Operations including Equipment, and Working and Living Conditions.

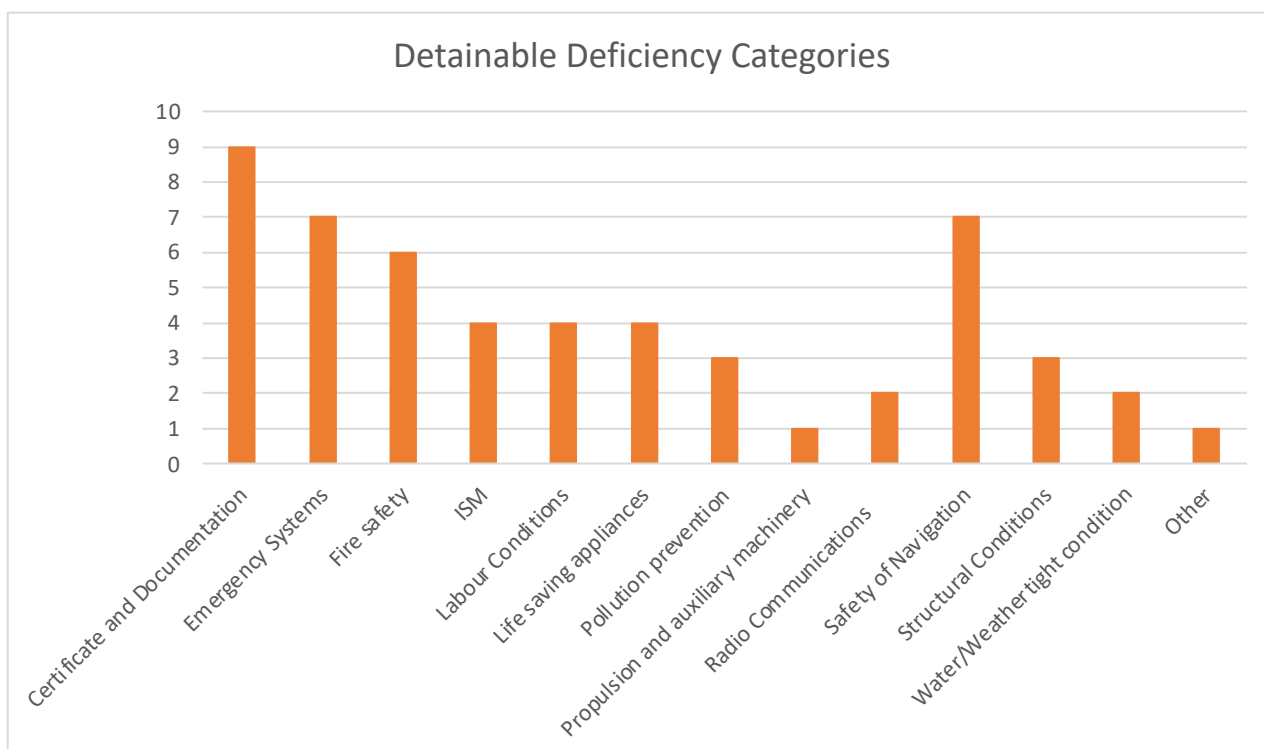


Figure 2.4
Most Common Detainable Deficiencies of TL Fleet in 2024

d. Most Common Deficiencies and Detainable Deficiencies between 2023 to 2024

Figure 2.5 illustrates the overall deficiencies, while Figure 2.6 depicts the detainable deficiencies of the TL fleet from 2022 to 2024. The most frequently recorded deficiencies over these three years fall under the categories of **Labour Conditions, Certificate & Documentation, and Safety of Navigation**. Meanwhile, the majority of detainable deficiencies are found in the **Safety of Navigation, Certificate & Documentation, and Fire Safety** categories.

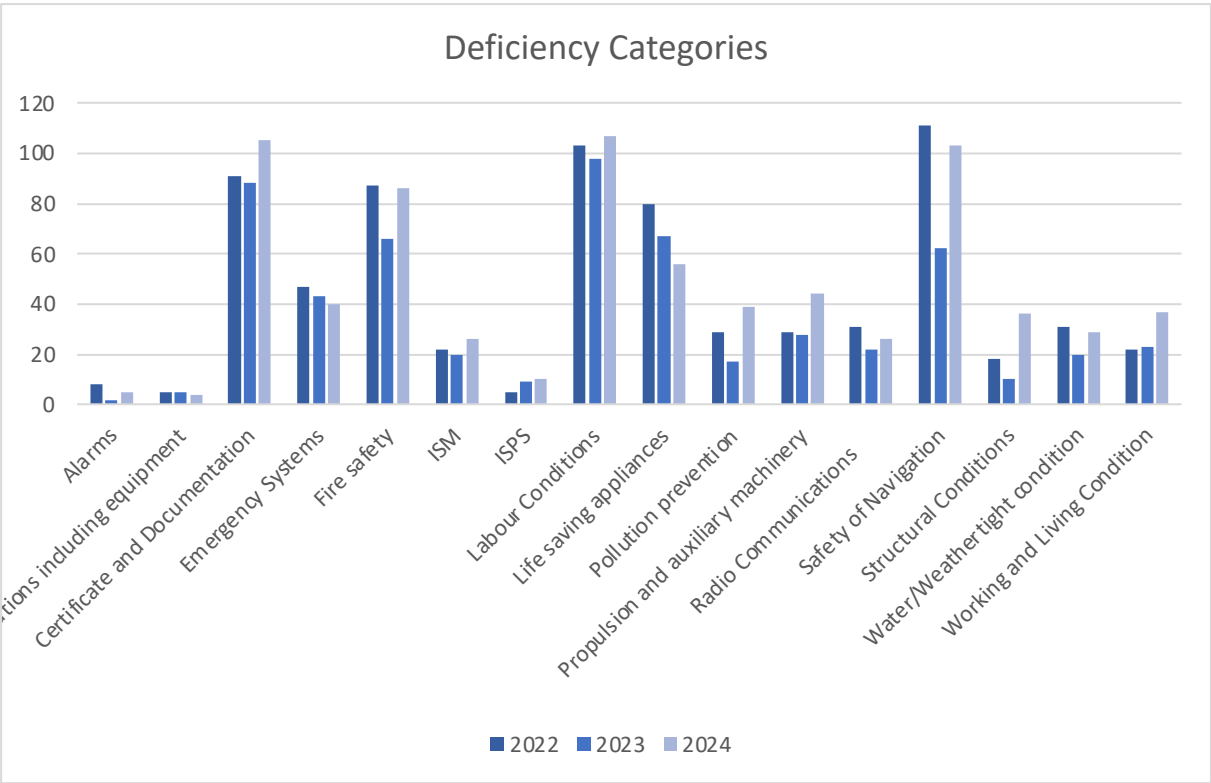


Figure 2.5
Most Common Deficiencies Between 2021 to 2023

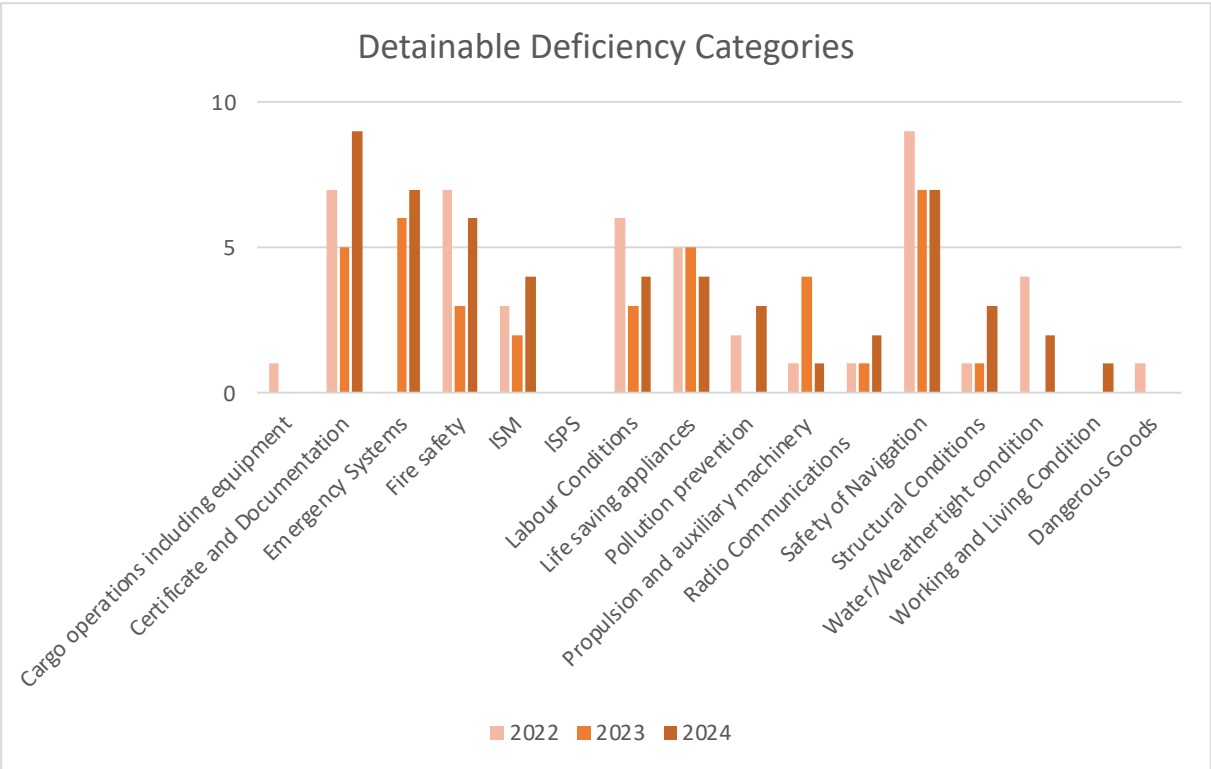


Figure 2.6
Most Common Detainable Deficiencies Between 2021 to 2023

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. According to these figures, the ports with the highest number of inspections, respectively, are Novorossiysk, Alexandria, Constanta, Lavrion, and Bourgas.

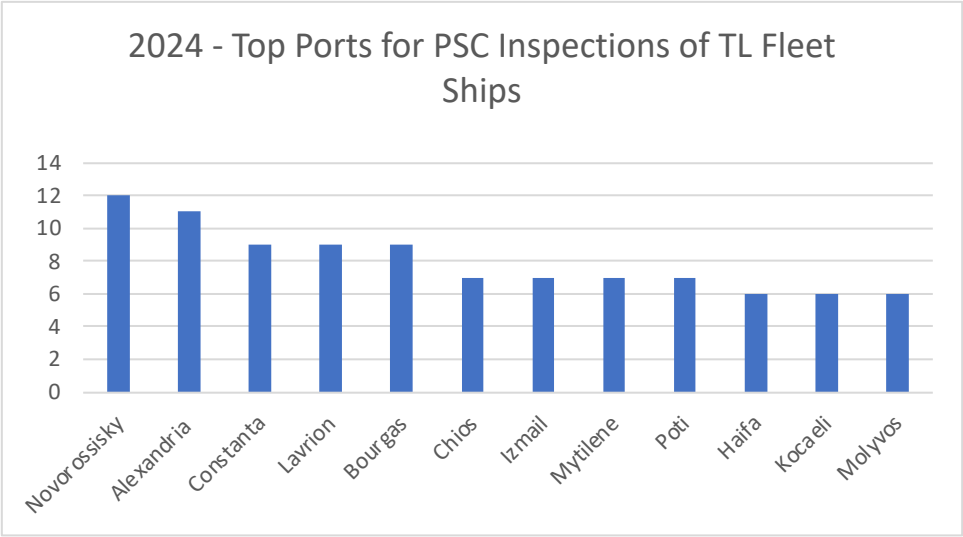


Figure 2.7
Port Statistics of Inspected TL Fleet in 2024

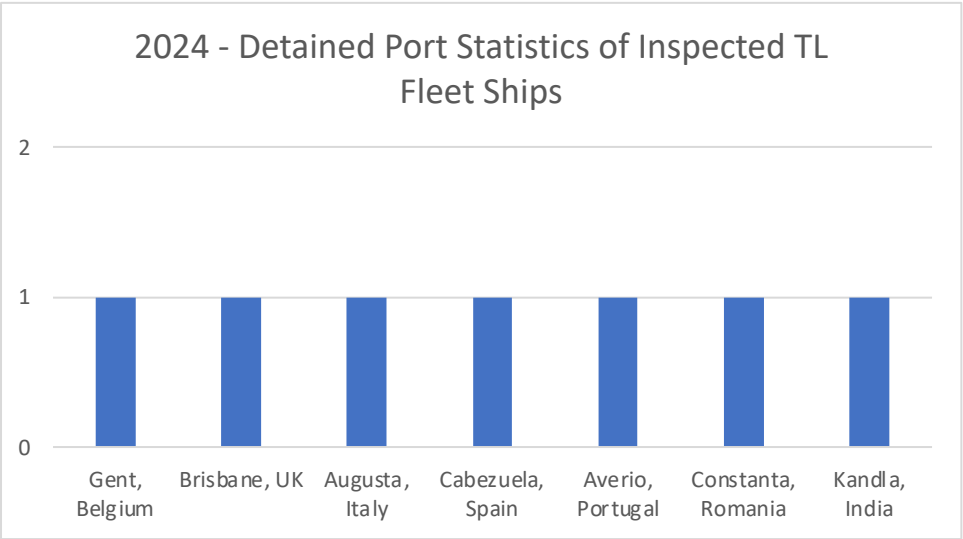


Figure 2.8
Detained Port Statistics of Inspected TL Fleet in 2023

h. Flag Analysis of Inspected/Detained Ships

Figure 2.9 represents the flag statistics of the inspected TL fleet. According to the graph, the flags with the highest inspection numbers, respectively, are the Republic of Türkiye and the Republic of Panama.

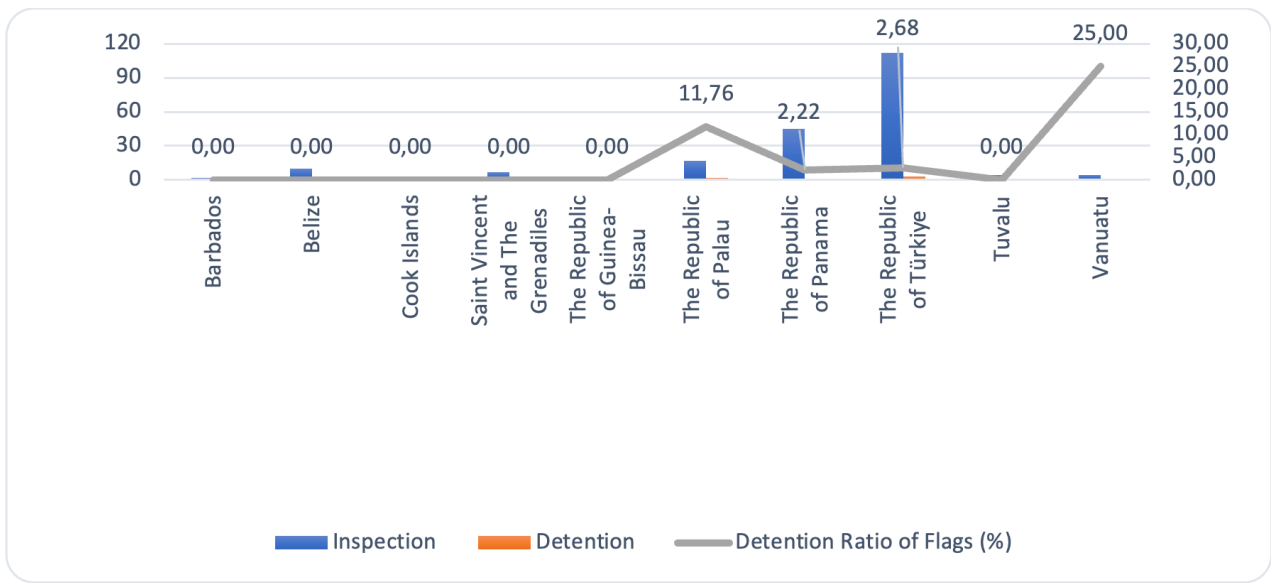


Figure 2.9
Flag Statistic with Detention Ratio in 2024

3. Most Common Deficiencies

a. Labour Conditions Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Ropes and wires	13	0
Cleanliness of engine room	10	0
Dangerous areas	10	0
Electrical	8	0
Sanitary facilities	7	0
Winches and capstans	4	0
Food temperature	4	0
Galley, handling room (Maintenance)	4	0
Cold room, Cold room cleanliness, cold room temperature	4	0
Lighting (Working spaces)	3	0
Anchoring devices	3	0
Provisions quality and nutritional value	3	0
Wages	3	1
Other (Health and safety protection and accident prevention)	3	0
Guards/fencing around dangerous machinery parts	3	0
Water, pipes, tanks	1	1
Noise, vibration and other ambient factors	1	1

Preventive Action

Maintaining proper labour conditions on board requires a proactive approach to safety and hygiene. Ropes and wires should be inspected regularly and stored properly to prevent excessive wear. To ensure a safe working environment, engine rooms must be cleaned routinely, with waste disposed of properly. Deficiencies related to engine room cleanliness often result from oil leakages. Excessive oil leaks from engines, containment areas, and bilges must be cleaned up to maintain safety and hygiene.

Dangerous areas should be clearly marked with warning signs and barriers, while crew members must undergo regular safety training. Common deficiencies in this category arise from unsecured or unprotected equipment and deteriorated engine room floor plates. Preventing electrical hazards requires scheduled inspections, proper insulation, and grounding of all equipment. PSC deficiencies in this category are frequently caused by missing or broken light diffusers, dielectric mats in poor condition, and missing insulation test results. Dangerous machinery parts must be secured with appropriate guards and fencing, which should be regularly inspected. To maintain clean water supplies, pipes and tanks require routine inspections and water quality testing.

Sanitary facilities must be cleaned frequently, stocked with hygiene products, and properly ventilated. Deficiencies in this category often stem from issues such as non-functional sinks in toilets and defective flushing systems. Winches and capstans require periodic lubrication, and crew members should be trained in their safe operation. Corroded winches and oil leakages are common causes of deficiencies in this area.

Food temperature must be monitored and recorded consistently to ensure food safety. Deficiencies often result from broken, missing, or inoperative thermometers. To uphold hygiene in food preparation areas, galleys and handling rooms should undergo scheduled cleaning and maintenance. Cold rooms must be kept at optimal temperatures, with regular defrosting and sanitation to preserve food quality. The nutritional value and quality of provisions should be carefully monitored. Employers must ensure that wages are paid on time according to the latest ILO/ITF standards. Additionally, the Seafarers' Employment Agreement (SEA) must comply with MLC conventions and labor agreements.

Proper lighting in working spaces is essential, and faulty lights should be replaced promptly. Anchoring devices require routine maintenance, and crew members must be trained in their correct usage. Anchors should be properly stowed in hawsepipes, and rollers must not be stuck to ensure smooth operation.

b. Certificate & Documentation

Deficiency Items	Deficiencies	Detainable Deficiencies
Oil record book	9	0
Seafarer employment agreement (SEA)	7	2
SOPEP	7	0
Records of rest	6	0
Records of seafarers' daily hours of work or rest	6	0
Log-books/compulsory entries	5	0
Certificates for master and officers	4	2
Fire control plan - all	4	0
Cargo Ship Safety Radio (including exemption)	3	0
Continuous synopsis record	3	0
Endorsement by flag state	3	0
Schedule for service at sea and service at port	3	0
Schedules for watch keeping personnel	3	0
STS Operation Plan and Records of STS Operations	3	0
Manning specified by the minimum safe manning document	2	2
Sewage treatment plant	1	1
Tables of working hours	1	1
Maximum hours of work or the minimum hours of rest	1	1

Corrective 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.

In 2024, PSC inspections frequently identified deficiencies related to missing or expired statutory certificates, improperly maintained Oil Record Books and Garbage Record Books, as well as inconsistencies in recordkeeping, such as work and rest hours. Additionally, missing endorsements on crew certificates, discrepancies between the Shipboard Working Arrangement table and the actual crew on board, and non-compliance with the Minimum Safe Manning Certificate, expired SEAs.

To prevent PSC findings related to certificates and documentation, a comprehensive document management strategy must be implemented. Regular internal audits should be conducted to verify that all statutory certificates are valid, correctly endorsed, and readily available. Crew certification must be meticulously monitored to ensure that all officers and ratings hold valid and appropriately endorsed certificates of competency, proficiency, and medical fitness in line with STCW requirements. Manuals and plans, such as the Safety Management System (SMS), Ship Security Plan (SSP), Garbage Management Plan, and Fire and Safety Plans, must be updated, approved where necessary, and consistently aligned with regulatory changes. Operational records, including the Oil Record Book, Garbage Record Book, and Ballast Water Record Book, must be accurately maintained, regularly reviewed by senior officers, and cross-checked to ensure compliance with MARPOL and other relevant regulations. Automated tracking and renewal reminders should be in place to prevent certificate expirations. Crew training should emphasize proper recordkeeping, document control, and PSC preparedness, ensuring that all personnel understand their responsibilities in maintaining compliance. Before entering high-risk PSC regions, a thorough pre-PSC inspection should be carried out to confirm that all documentation is up to date, properly filed, and easily accessible, minimizing the likelihood of detentions or deficiencies.

c. Life-Saving Appliances

Deficiency Items	Deficiencies	Detainable Deficiencies
Lifebuoys incl. provision and disposition	11	0
Lifeboats	8	0
Rescue boats	6	1
Inflatable liferafts	5	0
On board training and instructions	5	1
Rescue boat inventory	4	0
Stowage and provision of liferafts	3	0
Embarkation arrangement survival craft	2	1
Launching arrangements for rescue boats	2	1
Lifeboat inventory	2	0
Operation of Life Saving Appliances	2	0

Corrective Action

Life-saving appliances are essential for ensuring crew and passenger safety in emergency situations. Compliance with international regulations and proper maintenance of life-saving equipment are crucial to preventing deficiencies and ensuring operational readiness.

The 2024 PSC inspections revealed multiple deficiencies in life-saving appliances, particularly in areas such as lifebuoys, lifeboats, rescue boats, inflatable liferafts, embarkation arrangements, launching systems, onboard training, and operational functionality.

Key findings included inoperative rescue boat engines, missing expiration dates on HRU units, improperly secured liferafts, malfunctioning launching cranes, and inadequate technical and maintenance manuals. Additionally, deficiencies were found in the maintenance of lifeboats, including corroded rudder bases, malfunctioning searchlights, and missing reflective tapes. Crew training and documentation issues were also highlighted, such as a lack of evidence for lifeboat lowering and maneuvering drills, incomplete training manuals, and insufficient records of free-fall lifeboat and rescue boat operations.

To address these deficiencies, a proactive approach to maintenance and crew preparedness must be implemented. Regular inspections should ensure that all life-saving equipment is operational, properly marked, and ready for immediate use. HRU units must be clearly marked with expiration dates, and liferafts should not be secured with additional lashings that impede deployment. Launching arrangements must be tested frequently, and rescue boats should be equipped with functional engines, navigation lights, and properly secured propeller guards. Lifeboat and rescue boat drills should be documented to demonstrate compliance with required testing intervals. Additionally, onboard training manuals must be updated to provide clear and comprehensive guidance in the vessel's official working language. Proper maintenance of embarkation arrangements, including adequately illuminated embarkation stations and well-secured ladders, is essential for safe evacuation. Lifebuoys must be in good condition, with correctly attached self-igniting lights and properly marked identification. Crew awareness should be improved through regular training sessions that reinforce emergency response procedures and ensure familiarity with life-saving appliance operations. By implementing these measures, vessels can enhance safety standards, ensure regulatory compliance, and minimize the risk of PSC-related deficiencies.

d. Fire Safety

Deficiency Items	Deficiencies	Detainable Deficiencies
Fire doors/openings in fire-resisting divisions	10	0
Fire detection and alarm system	9	0
Personal equipment for fire safety	9	0
Fire fighting equipment and appliances	8	0
Fire pumps and its pipes	6	2
Fixed fire extinguishing installation	6	0
Remote Means of control machinery spaces	6	0
Other (fire safety)	5	0
Evaluation of crew performance (fire drills)	4	1
Fire-dampers	4	0
Maintenance of Fire protection systems	4	0
Ventilation	4	0
Ready availability of fire fighting equipment	3	0
EEBD and disposition	2	1
Means of escape	2	1
Oil accumulation in engine room	1	1

Corrective 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 onboard fires and mitigating their consequences.

In 2024, PSC inspections identified multiple deficiencies related to fire safety, highlighting issues in fire detection and alarm systems, firefighting equipment, maintenance of fire protection systems, crew preparedness, and fire doors. Findings included malfunctioning or missing fire detection alarms, inoperative emergency fire pumps, oil accumulation in the engine room, non-closing fire doors, improperly maintained fire-dampers, and inadequate training of crew members during fire drills.

To prevent recurrence of such deficiencies, a proactive fire safety management approach must be adopted. Regular inspections and maintenance of fire detection and suppression systems, including fire alarms, CO2 systems, and fire dampers, should be conducted to ensure full functionality. All fire doors and self-closing mechanisms must be properly maintained to prevent unauthorized blocking. Fire drills should be performed frequently, with emphasis on crew familiarity with firefighting procedures, proper use of breathing apparatus, and emergency escape protocols. Firefighting equipment, including hoses, extinguishers, and emergency breathing devices, should be stored correctly, easily accessible, and regularly tested. Any defects in critical firefighting equipment or systems must be reported immediately to the Flag State and RO to ensure compliance and timely corrective actions. By implementing these measures, vessels can significantly enhance fire safety and reduce the likelihood of related PSC findings.

e. Safety of Navigation

Deficiency Items	Deficiencies	Detainable Deficiencies
Voyage or passage plan	19	1
Charts	15	1
Lights, shapes, sound-signals	8	0
Nautical publications	7	1
Voyage data recorder (VDR)/(S-VDR)	7	0
Bridge operation	4	0
Electronic charts (ECDIS)	4	0
Magnetic compass	4	1
Monitoring of voyage or passage plan	4	0
Other (navigation)	4	1
Rudder angle indicator	4	0
Establishment of working language onboard	3	0
Navigation records	3	0
Pilot ladders and hoist/pilot transfer arrangements	3	0
Automatic Identification System (AIS)	2	1
Gyro compass	1	1

Corrective Action

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

In 2024, PSC inspections identified several deficiencies related to safety of navigation, including missing or outdated charts that had not been corrected according to the latest Notices to Mariners and a lack of specific information in passage plans, such as UKC details or berth-to-berth preparations. Malfunctioning or poorly maintained critical equipment, such as rudder angle indicators, magnetic compasses, and bridge navigational alarms, was also noted. Additionally, some bridge officers lacked familiarity with ECDIS, and deficiencies such as unrecorded working languages in logbooks and improper maintenance of navigation lights were observed.

To prevent future findings, a comprehensive approach must be implemented, ensuring all charts and nautical publications are updated before each voyage, assigning a responsible officer for maintaining these updates, and keeping a clear log. Routine checks and maintenance of essential navigation equipment must be conducted regularly, with immediate repairs or replacements of faulty equipment. Passage plans should be completed thoroughly, incorporating berth-to-berth details, ECDIS-specific information, and updated coastal navigation data. The crew must receive regular training on ECDIS/GMDSS operations, and all navigation lights, pilot ladders, and related equipment should be properly maintained and fully operational at all times. By adhering to these measures, the risk of safety-related navigation deficiencies can be significantly reduced.

f. Emergency Systems

Deficiency Items	Deficiencies	Detainable Deficiencies
Emergency, lighting, batteries and switches	9	0
Fire drills	7	3
Emergency source of power	6	3
Emergency fire pump and its pipes	6	0
Crew familiarization with Emergency Systems	4	1
Emergency towing arrangements and procedures	4	0

Corrective Action

Emergency systems play a critical role in ensuring the safety. Properly functioning emergency systems, regular drills, and well-maintained equipment contribute to the vessel's preparedness and the crew's ability to respond effectively in a crisis.

In 2024, several issues were identified regarding the emergency systems on board, including failures and deficiencies in various components. These included problems with the emergency generator (such as it not starting automatically, leaking exhaust gases, and being inoperative during tests), insufficient crew familiarization with emergency systems (such as fire detection systems and steering gear), incomplete or incorrect fire-fighting equipment during drills, and malfunctioning emergency lights. Additionally, deficiencies like non-working emergency fire pumps, broken or inadequate emergency lighting, discrepancies in the emergency towing arrangement, and improper crew training were also identified.

To ensure the effectiveness of emergency systems onboard, a comprehensive review and regular maintenance schedule should be established. This includes routine testing and servicing of the emergency generator, fire pumps, and emergency lighting systems to ensure they are fully operational when needed. Crew members must undergo continuous training to improve their familiarity with all emergency procedures, including fire drills, the use of emergency equipment, and evacuation protocols. Emergency equipment should be regularly inspected for functionality and compliance with safety standards, with any deficiencies addressed promptly. Furthermore, clear documentation of emergency systems and procedures should be maintained and easily accessible to all crew members. Regular drills, including realistic simulations, should be conducted to reinforce crew readiness and identify areas for improvement.

g. Propulsion and Auxiliary Machinery

Deficiency Items	Deficiencies	Detainable Deficiencies
Auxiliary engine	16	0
Gauges,thermometers, etc.	11	0
Other (machinery)	8	0
Propulsion main engine	7	0
Bilge pumping arrangements	1	1

Corrective Action

The proper functioning of propulsion and auxiliary machinery is essential for the safe and efficient operation of a vessel. Any malfunction or deficiency in these systems can lead to severe consequences, including operational disruptions, safety hazards, and environmental pollution. Ensuring that the engines, pumps, cooling systems, and associated components are regularly maintained and in good working order is crucial for preventing breakdowns and ensuring the vessel's overall seaworthiness.

In 2024, various issues were identified in the vessel's propulsion and auxiliary machinery during PSC inspections. These included oil and fuel leakages from multiple engines, cooling pump failures, inoperative gauges, and issues with synchronization between generators. Additionally, there were concerns about the insulation of exhaust lines, coolant leaks, and improper maintenance of the boiler and fuel oil settling tank. Some pressure gauges were found in poor condition or not fastened to panels, while certain machinery had temporary repairs in place, such as the cooler box of the diesel generator.

To address these issues, corrective actions should include conducting thorough inspections of all fuel, oil, and cooling systems to detect and fix any leaks. Ensuring that all gauges are functioning and properly secured is critical for accurate monitoring. Temporary repairs should be replaced with permanent solutions, and insulation and exhaust systems should be properly maintained. Regular maintenance of auxiliary machinery, including pressure and temperature checks, should be implemented to prevent future failures. Additionally, training for crew members on the proper operation and monitoring of machinery, as well as maintaining up-to-date records of maintenance activities, will help ensure that these systems remain in optimal condition.

h. Working and Living Conditions

Deficiency Items	Deficiencies	Detainable Deficiencies
Gangway, accommodation-ladder	4	0
Anchoring devices	3	0
Gas instruments	3	0
Machinery	3	0
Other (mooring)	3	0
Provisions quantity	2	1

Corrective Action

Working and living conditions aboard a vessel are critical for the safety, well-being, and efficiency of the crew. Proper maintenance of equipment, cleanliness of living spaces, and the functionality of safety systems directly impact the crew's ability to perform their duties and maintain a safe working environment.

In 2024, several deficiencies related to working and living conditions were recorded during PSC inspections. These included deficiencies such as inoperative personal protective equipment like multigas detectors, unsafe conditions with the gangway net being torn and undersized, equipment failures like emergency air compressors and sewage blowers, and mooring lines improperly fixed. Additionally, there were concerns with cleanliness in accommodation spaces and the galley, leakage in fuel transfer pumps, and poorly maintained winches and brakes. Furthermore, expired first aid kits, damaged gangway plates, and improper storage of welding bottles were also noted.

To address these issues and prevent future findings, regular inspections and maintenance are essential. Ensuring that all safety equipment is functional and that living spaces are clean and well-maintained is crucial. Proper training for crew members on the use of safety and emergency equipment, as well as timely repairs for any damaged or malfunctioning machinery, will help maintain a safe and comfortable working and living environment. Additionally, clear procedures for maintaining the vessel's systems and ensuring compliance with safety regulations should be followed, with immediate corrective actions taken to address any deficiencies as soon as they are identified.

i. Radio Communications

Deficiency Items	Deficiencies	Detainable Deficiencies
Radio log (diary)	8	0
Facilities for reception of marine safety inform.	5	0
Operation of GMDSS equipment	3	1
MF/HF Radio installation	2	0
Operation/maintenance	2	1
Other (radiocommunication)	2	0
Reserve source of energy	2	0

Corrective Action

Radio communications are essential for maintaining safety and effective communication at sea. Any deficiencies in these systems can hinder the ability to send or receive crucial communication in emergency situations, putting both the crew and vessel at risk.

In 2024, various deficiencies related to radio communications were recorded during PSC inspections. These issues included inoperative electrical lighting for the radio controls, with no alternative illumination available, failures in maintaining entries in the radio logbook, with gaps in records, missing weekly and monthly test entries. The crew showed a lack of familiarity with daily on-load tests and proper response to DSC messages. There were several instances where the crew was unable to demonstrate the proper operation of MF/HF and Inmarsat equipment, and the equipment was not tested using the reserve energy source. In addition, there were issues with incomplete distress, safety, and traffic message records, and incorrect settings on Navtex, which was set to receive warnings from a wrong region. GMDSS tests, including external tests and MF/HF self-tests, were either missing or incomplete. Furthermore, the crew showed insufficient knowledge regarding emergency operations, such as performing GMDSS equipment tests during power failures and making emergency calls to MRCC.

To prevent PSC findings in radio communications, it is essential to regularly inspect and maintain GMDSS equipment, ensuring it is operational and capable of functioning on reserve power. Accurate and consistent logbook entries must be made for all tests, communications, and distress messages. Crew training should be conducted to ensure familiarity with GMDSS equipment, including DSC communication and Inmarsat link tests. Weekly and monthly tests should be completed and documented as required. Additionally, proper Navtex settings must be confirmed, and emergency call instructions should be visible near the equipment. These actions will help ensure compliance and avoid PSC deficiencies.

j. ISM and ISPS

Deficiency Items	Deficiencies	Detainable Deficiencies
ISM	26	4
Access control to ship	7	0

Corrective Action

The primary objective of the ISM Code is to establish international safety standards in ship management and prevent shipboard marine pollution, thereby protecting the environment. First and foremost, all requirements of the ISM Code must be implemented both ashore and onboard the vessel. A valid ISM SMC or interim SMC, along with a copy of the DOC or interim DOC, must be present on board.

Deficiencies related to the ISPS Code are primarily due to "Access Control to Ship." Entries in the gangway logbook must be documented. The crew must be familiar with access control measures for each security level, and restricted areas must be clearly identified. All security equipment listed in the SSP must be in operational condition, and the approved SSP must be available on board. Security incidents and breaches must be documented and reported to the relevant parties. The SSAS (Ship Security Alarm System) test must be carried out and documented. Ship-shore security exercises must also be documented.

k. Water/Weathertight conditions

Deficiency Items	Deficiencies	Detainable Deficiencies
Railing, gangway, walkway and means for safe passage	8	1
Freeboard marks	7	0
Scuppers, inlets and discharges	6	0
Doors	4	0
Covers (hatchway-, portable-, tarpaulins, etc.)	2	1
Railing, gangway, walkway and means for safe passage	8	1

Corrective Action

Water and weathertight conditions are critical for ensuring the vessel's safety, structural integrity, and seaworthiness. In 2024, various deficiencies concerning water and weathertight conditions were recorded during PSC inspections. Notable deficiencies included missing or damaged protective nets on scupper pipe inlets, improperly rigged accommodation ladders with unsecured gangway nets, and a rescue boat lacking protective guardrails. Several watertight doors, including those on the funnel and accommodation areas, showed corrosion, reducing their effectiveness. Other deficiencies included missing or inadequately secured stanchions on accommodation ladder platforms, corroded handrails at the freefall embarkation station, and poorly marked or faded freeboard marks. These findings mainly concern scuppers, hatch covers, accommodation ladders, and safety walkways, indicating the need for immediate corrective actions to restore water tightness and regulatory compliance. Additionally, rusted and unreadable load line marks, discrepancies between the Load Line certificate and the actual load line marks, rusted hatch cover wheels, damaged cleats on holds, and other damaged cargo hold components were identified.

All scupper pipe inlets should be inspected, with missing or damaged protective nets replaced. The accommodation ladder must be securely rigged with all safety features, including gangway nets and handrails. Missing protective guardrails on the rescue boat should be installed, and watertight doors, including those on the funnel and accommodation areas, need to be checked for corrosion, with damaged components replaced. Stanchions and handrails should be secured or replaced, freeboard marks repainted for visibility, and discrepancies addressed. Hatch covers and related components must be repaired or replaced. Railings, gangways, and walkways should be clear of corrosion, with damaged sections fixed promptly. Regular maintenance and inspections of all water-tight features should be done to maintain compliance and vessel seaworthiness.

I. Pollution Prevention

Deficiency Items	Deficiencies	Detainable Deficiencies
Garbage	9	0
Garbage management plan	6	0
Ballast Water Record Book	4	0
15 PPM Alarm arrangements	3	0
Sewage treatment plant	3	0
Oil disch. Monitoring and control system	2	1
Crew Training and familiarization	1	1
Oil filtering equipment	1	1

Corrective Action

Pollution prevention is a crucial part of a vessel's environmental management, aimed at ensuring compliance with regulations such as the MARPOL Convention and minimizing the risk of pollution from garbage, ballast water, sewage, and oil discharges. The 2024 PSC inspection revealed several significant deficiencies in this category, including improper garbage storage with bins not properly segregated, excessive garbage found outside designated receptacles, and a lack of sufficient storage capacity for the entire voyage. Furthermore, there were issues with the ballast water treatment system, such as missing or incorrect entries in the Ballast Water Record Book and the absence of required certificates for the 15 ppm bilge alarm and the sewage treatment plant. Malfunctions were also noted in the oil-water separator and sewage treatment systems, including non-operational air compressors and temporary repairs to the OWS system. To address these deficiencies and ensure future compliance, corrective actions must include proper segregation and storage of garbage according to the Garbage Management Plan, maintaining accurate ballast water records, calibrating and ensuring the functionality of the 15 ppm bilge alarm, and repairing the sewage treatment and oil-water separator systems. In addition, up-to-date certificates must be provided for all relevant equipment, and crew training on pollution prevention measures must be conducted to ensure the proper handling of waste and effective operation of the pollution control systems. Regular maintenance and accurate documentation are essential to maintain compliance and minimize the risk of further deficiencies in future inspections.

m. Structural Condition

Deficiency Items	Deficiencies	Detainable Deficiencies
Decks - corrosion	6	0
Steering gear	6	1
Hull - corrosion	4	0
Permanent means of access	4	0
Closing devices/watertight doors	3	0
Electrical installations in general	2	1
Asbestos containing materials	1	1

Corrective Action

Structural condition is vital to the overall safety and integrity of a vessel. A well-maintained structure prevents accidents that could lead to significant damage or even loss of the ship. Regular inspections and prompt corrective actions are essential to address any weaknesses or deterioration that may arise over time due to environmental factors, mechanical stress, or operational wear and tear.

The 2024 PSC findings related to structural conditions highlight several critical deficiencies that need immediate attention to avoid further deterioration and to ensure continued compliance with maritime safety standards. These include issues with corrosion on the decks and hull, defects with the steering gear, safety concerns regarding gangways and watertight doors, and improper electrical installations.

To prevent future structural condition deficiencies from being recorded during PSC inspections, proactive measures should be taken. Regular inspections and maintenance on the hull, decks, and structural components should be conducted to identify and address deterioration early. A corrosion prevention plan should be implemented, particularly in high-risk areas. Routine checks and maintenance of steering gear systems and safety devices should be carried out promptly. Gangways should be maintained and clearly marked, and watertight doors tested regularly. Electrical wiring should be securely inspected and compliant with safety standards, while asbestos materials should be handled according to a management plan with crew training. Documentation of all inspections, maintenance, and repairs should be maintained, and crew members should be trained to identify and report structural issues promptly.

In summary, addressing these structural deficiencies is crucial for the vessel's safety, compliance, and operational efficiency. By implementing the necessary corrective actions and maintaining a regular preventive maintenance schedule, the risk of PSC deficiencies can be minimized, ensuring the vessel remains in optimal condition and meets all required safety standards.

n. Cargo Operations Including Equipment

Deficiency Items	Deficiencies	Detainable Deficiencies
Cargo Securing Manual	1	0
Lashing material	1	0
Cargo operation	1	0
Cargo Securing Manual	1	0

Corrective Action

To prevent PSC deficiencies under the Cargo Operations Including Equipment category, a proactive approach must be taken to ensure compliance with international regulations and best practices. Effective implementation of preventive maintenance, crew training, and proper documentation is essential to avoid deficiencies.

First and foremost, crew familiarization and training should be prioritized. All personnel involved in cargo operations must receive regular training on the Cargo Securing Manual, proper handling of cargo, and emergency procedures. Another critical aspect is the inspection and maintenance of cargo securing equipment, including lashing materials, securing points, and associated hardware.

A structured maintenance plan should be in place to ensure that all securing equipment is regularly inspected, tested, and documented. Any defective or worn-out securing materials should be promptly replaced to maintain structural integrity and safety.

The ship-shore checklist is a crucial document that ensures proper coordination between the vessel and terminal before commencing cargo operations. The checklist should be completed thoroughly and accurately before each operation, with clear records maintained for verification during inspections.

Furthermore, cargo hold conditions should be routinely checked, including ventilation, cleanliness, and structural integrity, to prevent potential hazards during loading and unloading. Proper cargo loading and securing practices must always be followed to prevent shifting, damage, or instability during the voyage.

In terms of safety equipment, all alarm systems related to cargo operations, such as oil mist detectors in the engine room, fire detection systems, and gas detection alarms, should be regularly tested and calibrated as per manufacturer and regulatory requirements. Records of these tests should be kept up to date to demonstrate compliance during PSC inspections.

Finally, effective record-keeping and documentation play a crucial role in demonstrating compliance. All inspections, maintenance activities, training sessions, and cargo securing procedures should be properly recorded and readily available for review by inspectors. Well-organized and up-to-date documentation ensures transparency and readiness for any audits or inspections.

By implementing these measures, vessels can significantly reduce the risk of deficiencies under the Cargo Operations Including Equipment category, ensuring safer operations and compliance with international regulations.

o. Alarms

Deficiency Items	Deficiencies	Detainable Deficiencies
Machinery controls alarm	2	0
Boiler alarm	1	0
Closing water-tight doors alarm	1	0
Steering gear alarm	1	0

Corrective Action

Alarms play a crucial role in ensuring the safe operation and management of the ship and its equipment. Some of the most critical alarms include those for the sewage treatment plant, fuel oil leakage, oily water separator, incinerator, and BNWAS. In 2024, deficiencies related to alarm systems led to PSC findings, highlighting the importance of regular maintenance and testing. Issues such as improper functionality of machinery control alarms, boiler alarms not being properly calibrated, and watertight door alarms failing to activate as required were among the key concerns. Additionally, deficiencies in steering gear alarm systems, including inadequate testing and lack of crew training on response procedures, were noted. To prevent similar findings, a structured preventive maintenance plan should be in place, ensuring that sensor calibrations, system checks, and routine functionality tests are conducted regularly. The bridge and engine room personnel must also be adequately trained to respond to alarm activations effectively. By proactively addressing these issues through corrective actions and implementing a scheduled maintenance routine, the risks associated with alarm system failures can be minimized, thereby enhancing overall vessel safety and compliance.

4. Deficiency Photos

Leakage in fire line



Corroded fire line



Improper flushing



Improper condition of toilets



Corroded foundation of the emergency light



The rotating mechanism of the emergency lights is stuck in position



Unlit emergency lighting



Damaged bracket in cargo hold



Corroded and non-marked bilge overboard valves



Garbage receptacles are not identified



Excessive garbage



Broken emergency exit ladder



Bubbles in the compass



Corroded hatch cover and gaskets



Non-secured bilge floor gratings



Floor covering partly worn out



Deteriorated reflector bands of the rescue boat



Hole in the forecastle space aft bulkhead



Missing painter line of the liferaft



Inappropriate cable in bulkhead penetration



The switchboard has been used as a storage area



Steering gear rudder angle indicator not original



Cables not properly installed



Not-painted deck line





TÜRK LOYDU

PORT STATE CONTROL PREPARATION CHECKLIST

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

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 ▪ Surve X 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		

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		

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 forecandle) 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 bowsing 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 Exhaust 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 followin ear		

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



TÜRK LOYDU