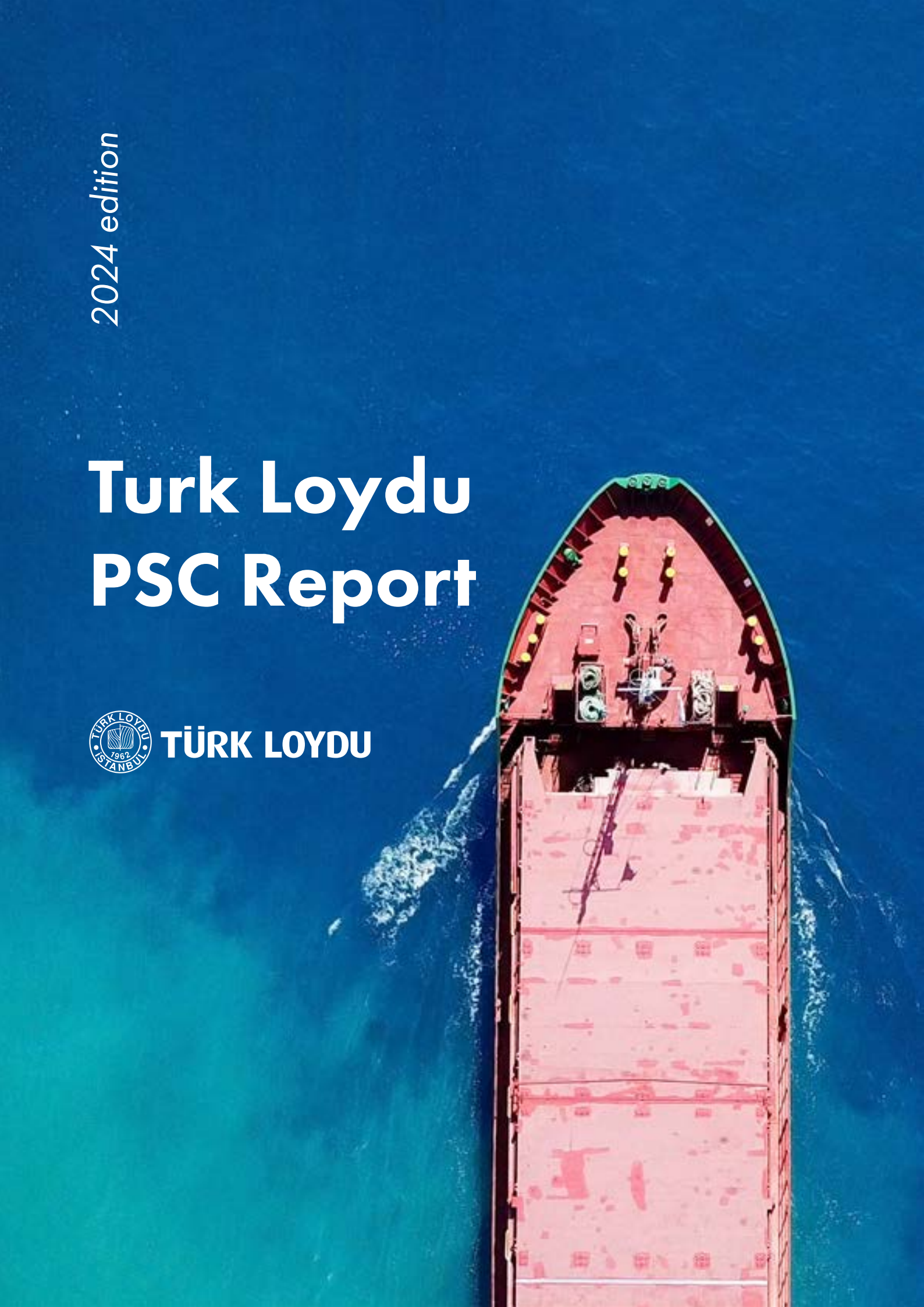
2024 edition

Turk Loydu PSC Report

TÜRK LOYDU



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

Mission

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

Principles

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

Executive Summary

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

This 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

Turk Loydu has a specialized department tasked with monitoring the performance of its fleet, which includes assessing the outcomes of PSC inspections conducted on the fleet.

Port State Control Procedures and Fleet Monitoring Procedures are established to continually enhance standards on board TL-classed ships. Within these procedures, all PSC inspections are carefully reviewed, and every deficiency is documented to facilitate the systematic rectification of each one. TL has achieved significant success through daily monitoring and analysis of Port State Controls, digitalization and improvement of the TL fleet monitoring system, Unscheduled Surveys to prevent detentions, and the strengthening of the expert team.

1. Introduction

a. Aim of Port State Control

The majority of global trade is carried out by ships, which play a significant role in maritime trade through ports worldwide. Furthermore, as the economy grows, there is an increasing demand for maritime transport. Therefore, it is essential to maintain vessels at satisfactory levels to ensure safe transportation. Port State Control provides the framework for conducting inspections in this regard. Port State Controls are conducted systematically, and these inspections play a crucial role in preventing substandard ships from engaging in sea transport, thereby ensuring safety, security, and environmental protection. The increasing number of amendments to relevant international conventions has led to a significant strengthening of Port State Control activities worldwide. In line with the aforementioned progress of PSC, Türk Loydu has been increasing its efforts since its establishment to enhance the PSC performance of its fleet and eliminate substandard vessels.

b. 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/inspections
Black Sea MoU: www.bsmou.org
Indian Ocean MoU: www.iomou.org
Caribbean MoU: caribbeanmou.org
Acuerdo de Viña del Mar: http://197.230.62.214/VMoU.aspx
Abuja MoU: www.abujamou.org
Riyadh MoU: www.riyadhmou.org

c. Ship Risk Profile in Paris MoU

The frequency of Paris MoU Port State Control inspections is determined by a ship risk calculator. The Ship Risk Profile (SRP) determines the ship's inspection priority, including the interval between inspections and the type of inspection to be conducted. The Ship Risk Profile (SRP) is recalculated daily overnight, considering changes in parameters such as the vessel's 36-month inspection history and the performance of the company. Ship Risk Profile Calculator can be assessed via https://parismou.org/PMoU-Procedures/ship-risk-calculator. Detailed information can be accessed through Annex 7 of the Paris MoU Memorandum text. Similar to the Ship Risk Profile (SRP), the Company Risk Profile can be determined using the Paris MoU Company Performance Calculator (https://parismou.org/PMoU-Procedures/company-performance-calculator). The Company Performance Calculator assesses the performance of ISM Companies (Paris Mou). Detailed information can be accessed through Annex 7 of the Paris MoU Memorandum text.

d. Concentrated Inspection Campaign (CIC)

Concentrated inspection campaigns target specific areas with a higher risk of non-compliance. This is often evidenced by the frequency of deficiencies encountered, accidents, or the implementation of new convention requirements. These campaigns often occur annually for a duration of three months, specifically from September to November, and are integrated with regular inspections. In 2021, 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.

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:
2024: MLC Wages and Seafarers' Employment Agreements
2025: Ballast Water Management
2026: Cargo Securing

e. Recognized Organization Performance Table of Paris MoU

The Paris MoU Recognised Organisation Performance Table is utilized for calculating the Ship Risk Profile. Turk Loydu is placed in the Medium Performance category for the period between 2020 and 2022, and continues to maintain all necessary efforts to achieve access to the high-performance list.

ParisMoU Performance List: valid 01-07-2023 / 30-06-2024

Paris MoU

RECOGNIZED ORGANIZATION PERFORMANCE TABLE 2020-2022

Recognized Organization	RO Abbrev.	Inspections	Detentions	Low / medium limit	Medium / high limit	Excess Factor	Performance Level
American Bureau of Shipping	ABS	5,764	1	133	97	-1.97	High
DNV AS	DNV	22,014	24	475	406	-1.87	
Lloyd's Register	LR	10,740	19	239	190	-1.78	
Korean Register	KR	1,602	2	42	22	-1.74	
RINA Services S.p.A.	RINA	5,048	12	118	84	-1.68	
China Classification Society	CCS	971	1	27	12	-1.67	
Bureau Veritas	BV	10,481	33	234	186	-1.62	
Nippon Kaiji Kyokai	NKK	7,886	27	179	137	-1.57	
Russian Maritime Register of Shipping	RMRS	1,566	5	61	22	-1.40	
International Naval Surveys Bureau	INSB	485	2	15	4	-0.63	
Bulgarian Register of Shipping	BRS	317	1	11	2	-0.37	
Panama Maritime Documentation Services	PMDS	131	0	6	0	0.08	
Croatian Register of Shipping	CRS	124	0	6	0	0.10	
Qualitas Register of Shipping S.A.	QRS	112	0	5	0	0.12	
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	476	6	15	4	0.18	Medium
Turkish Lloyd	TL	265	2	10	1	0.11	
Phoenix Register of Shipping	PHRS	592	9	18	6	0.27	
Overseas Marine Certification Services	OMCS	153	2	6	0	0.34	
Indian Register of Shipping	IRS	198	3	8	0	0.37	
Macosnar Corporation	MC	72	1	4	0	0.41	
Intermaritime Certification Services, ICS Class	ICS	117	2	5	0	0.44	
National Shipping Adjuster Inc.	NASHA	117	2	5	0	0.44	
Shipping Register of Ukraine	SRU	159	3	7	0	0.47	
Veritas Register of Shipping Ltd	VRS	97	2	5	0	0.51	
United Registration and Classification of Services	URACOS	129	3	6	0	0.57	
Dromon Bureau of Shipping	DBS	571	13	17	5	0.63	
Isthmus Bureau of Shipping, S.A.	IBS	191	5	8	0	0.66	
Mediterranean Shipping Register	MSR	90	3	4	0	0.72	
Maritime Lloyd - Georgia	ML	79	3	4	0	0.78	
International Register of Shipping	IS	228	7	9	1	0.81	
Panama Shipping Registrar Inc.	PSR	70	4	4	0	1.15	Low
Other	OTHER	262	16	9	1	2.94	Very Low

2. DEFICIENCY ANALYSIS

This section presents a Port State Control analysis of the TL fleet, encompassing statistics, inspection rates, performance values, and more. The data collection process involved utilizing various sources, including:

- Notifications submitted by Port States in adherence to IMO Resolution A.787 (19).
- Information published by Memorandum Web Sites (such as Paris Mou, Black Sea Mou, Mediterranean Mou, Tokyo Mou, etc.).
- Notifications provided by ship owners or managers.
- External resources, including but not limited to IHS Maritime, Lloyd's List Intelligence, Equasis, etc.

a. Deficiencies and Detainable Deficiencies Statistic between 2018 to 2023

The graph, identified as Figure 2.1, illustrates the number of deficiencies and detainable deficiencies in the TL fleet over the 5-year period from 2019 to 2023.

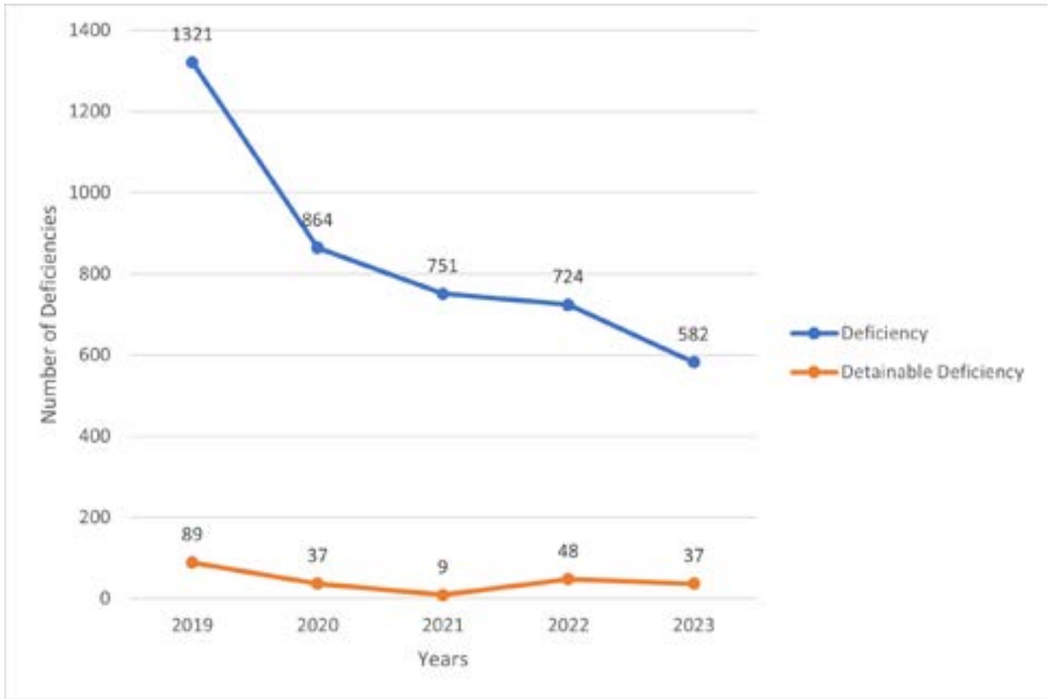


Figure 2.1
Deficiencies and Detainable Deficiencies of TL Fleet

b. Inspection and Detention Analysis

The tables (Table 2.1, 2.2, 2.3) below contain inspection and detention statistics for the Türk Loydu fleet. The Türk Loydu fleet is most frequently inspected by the Paris MoU and Black Sea MoU. The comparison by years is presented in Figure 2.2.

Table 2.1 Turk Loydu (As. an R.O.) Inspection and Detention Analysis in 2021

Mou	Inspection	Detention	Detention Ratio (%)
Paris	85	1	1.2 %
Black Sea	139	0	0 %
Mediterranean	23	1	4.4 %
Total	**247**	**2**	

Table 2.2 Turk Loydu (As. an R.O.) Inspection and Detention Analysis in 2022

Mou	Inspection	Detention	Detention Ratio (%)
Paris	91	4	4.4 %
Black Sea	105	2	1.9 %
Mediterranean	39	0	0 %
Total	**235**	**6**	

Table 2.3 Turk Loydu (As. an R.O.) Inspection and Detention Analysis in 2023

Mou	Inspection	Detention	Detention Ratio (%)
Paris	88	4	4.5 %
Black Sea	91	2	2.2 %
Mediterranean	39	1	2.6 %
Total	**218**	**7**	

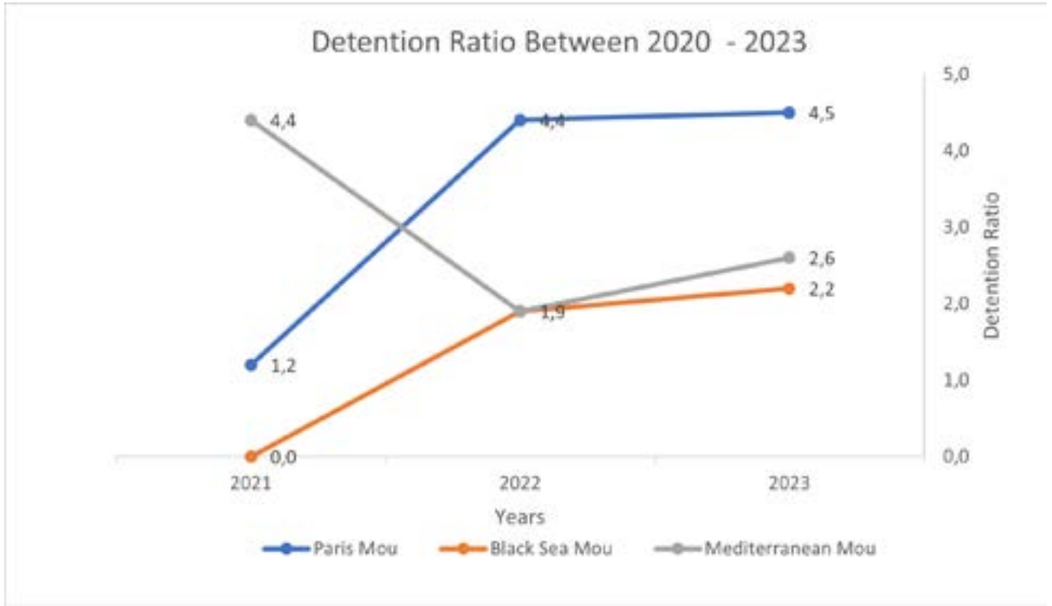


Figure 2.2
Detention Ratio Between 2021-2023

c. Most Common Deficiencies and Detainable Deficiencies of 2023

The graph [Figure 2.3] was generated from the deficiencies recorded in the TL fleet in 2023. According to the graph, Labour Conditions, Certificate & Documentation, and Life Saving Appliances are the most common deficiency categories for TL classed/RO ships.

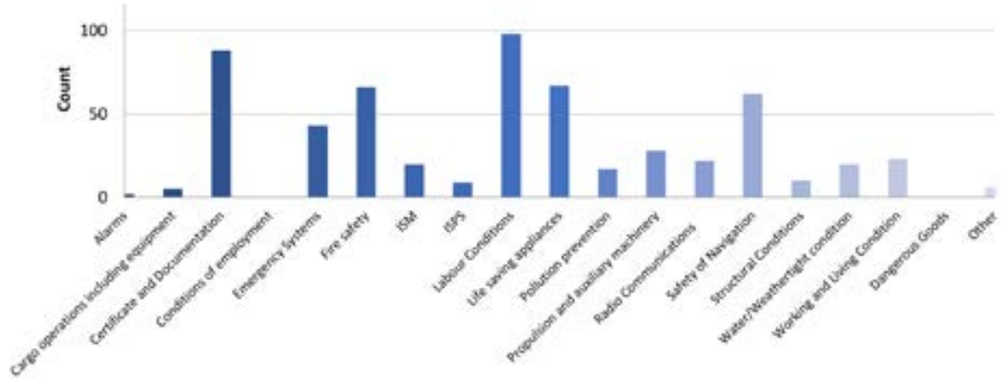


Figure 2.3
Most Common Deficiencies of TL Fleet in 2023

The graph [Figure 2.4] represents detainable deficiencies of the TL fleet in 2023. A total of 37 detainable deficiencies were recorded in 2023. According to the graph, Safety of Navigation, Emergency Systems, and Life-Saving Appliances are the most common detainable deficiencies. There were no detainable deficiencies recorded under the categories of Alarms, ISPS, Cargo Operations including Equipment, and Pollution Prevention.

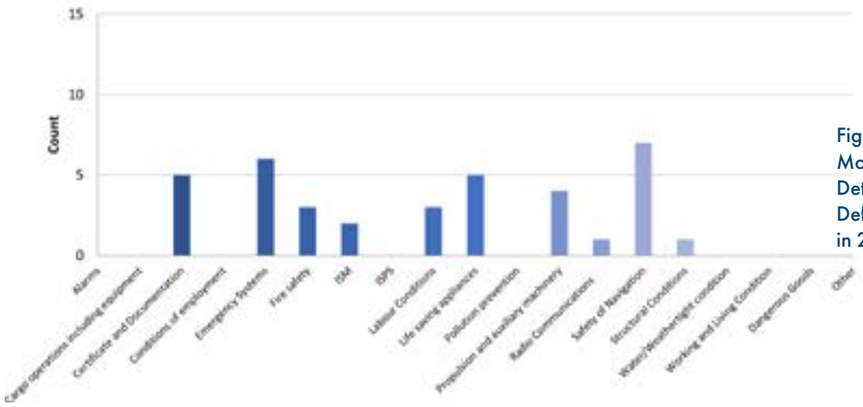


Figure 2.4
Most Common Detainable Deficiencies of TL Fleet in 2023

d. Most Common Deficiencies and Detainable Deficiencies between 2021 to 2023

The graph labeled as Figure 2.5 shows the overall deficiencies, whereas Figure 2.6 depicts the detainable deficiencies of the TL fleet from 2021 to 2023. According to the graph 2.5, there is a decreasing trend in the number of deficiencies over this period. The most frequently recorded deficiencies over the three years are in the Labour Conditions, Certificate & Documentation, and "Safety of Navigation" categories. On the other hand, the majority of detainable deficiencies are found in the categories of Safety of Navigation, Fire Safety, and Certificate & Documentation.

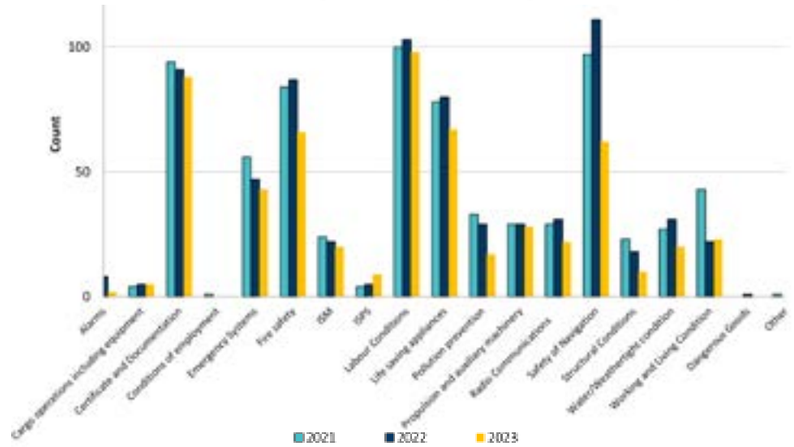


Figure 2.5
Most Common Deficiencies Between 2021 to 2023

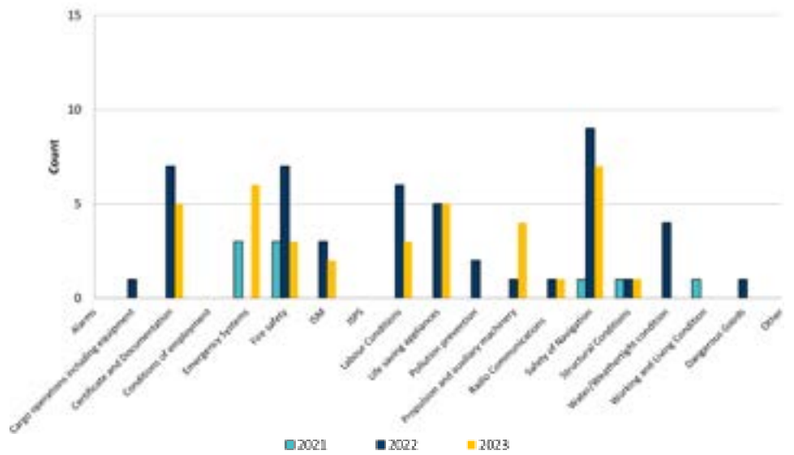


Figure 2.6
Most Common Detainable Deficiencies Between 2021 to 2023

e. Port and Authority Analysis of Inspections

The graphs [Figure 2.7, 2.8] were generated from port statistics of the inspected/detained ships of the TL fleet. According to the graphs, the ports with the highest number of inspections, respectively, are Izmail, Constanta, Novorossiysk, Alexandria, and Bourgas.

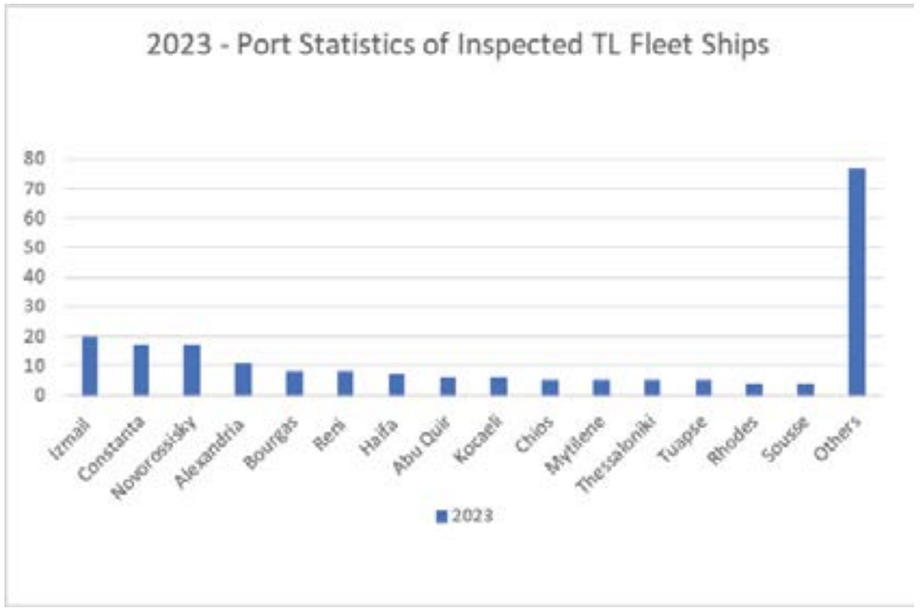


Figure 2.7
Port Statistics of Inspected TL Fleet in 2023

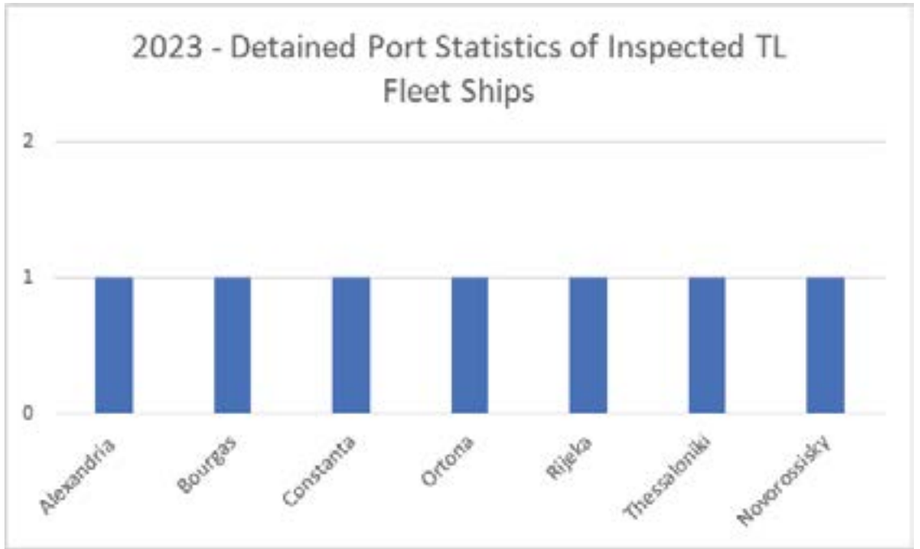


Figure 2.8
Detained Port Statistics of Inspected TL Fleet in 2023

f. Flag Analysis of Inspected/Detained Ships

These graphs [Figure 2.9, and 2.10] were created from the information of flag statistics of the TL fleet. According to the graphs, the highest detention ratios of flags respectively are The Republic of Panama and The Republic of Türkiye.

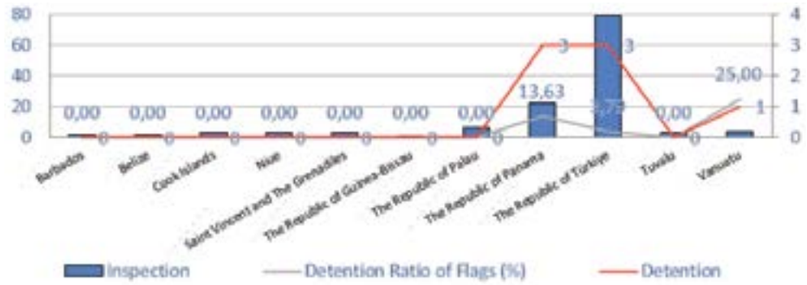


Figure 2.9
Flag Statistic with Detention Ratio in 2023

3. Most Common Deficiencies

a. Labour Conditions

The other common deficiencies are respectively related to the Galley, handling room (Maintenance), Sleeping room, additional spaces, Provision quantity (Food and drinking water supply), Cold room, Cold room cleanliness, cold room temperature, Personal protective equipment, Water, pipes, and tanks.

Deficiency Items	Deficiencies	Detainable Deficiencies
Ropes and wires	9	0
Lighting (Working spaces)	8	0
Anchoring devices	8	0
Cleanliness of engine room	7	1
Electrical	6	0
Sanitary facilities	4	0
Winches and capstans	4	0
Dangerous areas	4	0
Provisions quality and nutritional value	4	0
Fitness for duty	4	0
Access/Structural features (ship)	3	0
Medical equipment, medical chest, medical guide	3	0
Cleanliness	3	0
Food temperature	3	0
Protection machines/parts	3	1
Heating, air conditioning and Ventilation	2	1
Galley, handling room (Maintenance)	2	0

Preventive Action

Both accommodation and working space must have adequate, functional, and undamaged lighting. Outdoor lighting covers with clips should not be missing. Wire and rope deficiencies primarily stem from being damaged and in poor condition as well as missing chains, ropes, etc. Wires and ropes should be well maintained to prevent damage, deformation, and corrosion. Anchoring device deficiency items mostly arose from missing protective guards and missing chains. Furthermore, causes also include improper maintenance, corrosion, damage, and being unprepared for use. Maintaining a clean engine room effectively prevents accidents and fire risks on board. Deficiencies related to the Cleanliness of the engine room mostly resulted from oil leakages. Excessive oil leakages from engines, containment areas, and bilges must have been cleaned up. Any sources of excessive oil leaks must have been detected. The engine room must be clean and free from slippery surfaces. The common factor among electrical-related deficiencies is unsafe conditions, which are undesirable for ensuring safe voyages and living conditions. Attention should be paid to commonly overlooked missing and/or damaged insulted carpets and dielectric mats. Sanitary facilities, including toilets, bathrooms, and laundry rooms, must be maintained cleanly and hygienically. Additionally, floors should be kept in good condition, free of any broken parts or tiles. The most commonly recorded deficiencies were improper maintenance of crew lavatory taps and non-working flashers in the toilets. The most commonly noted deficiency within the 'Winches and Capstans' category was corroded winches. Additionally, other common causes included damaged and non-functioning winches. Traces of paint and water on the deck of paint stores, oil leakages from windlass pumps, and corroded bathroom door frames were common recorded deficiencies related to Dangerous Areas. Insufficient provision quantity, rotten vegetables and fruits, and expired foods were commonly noted deficiencies related to Dangerous Areas. Food and drinking water must be provided on board with adequate quantity, nutrition, and quality taking into consideration voyage duration and nationality of crew. Periodic inspections of food, drinking water, food preparation, storage, and handling areas must be conducted. The galley, and catering facility must always be clean and hygienic.

b. Certificate & Documentation

The other common deficiencies are respectively related to the Fire Control Plan, International Energy Efficiency Certificate, Logbooks/compulsory entries, Material Safety Data Sheets (MSDS), and Certificates for masters and officers.

Deficiency Items	Deficiencies	Detainable Deficiencies
Oil record book	11	1
Continuous synopsis record	9	1
Seafarer Employment Agreement (SEA)	7	1
Cargo Ship Safety Equipment (including exemption)	7	0
Signs, indications	5	0
SOPEP	4	0
Endorsement by flag state	4	1
Schedules for watchkeeping personnel	4	0
Schedule for service at sea and service at port	4	0
Records of seafarers' daily hours of work or rest	3	0
Records of rest	3	0
Garbage record book	2	0
Minimum Safe Manning Document	2	0
Medical Certificate	2	1
Manning specified by the minimum safe manning document	2	0

Preventive Action

PSC inspections are primarily initiated under the category of "Certificate and Documentation". Both the vessels' and crew's certificates are controlled to ensure they are in line with the applicable international and national requirements. The causes of deficiencies in "Certificate and Documentation" mostly resulted from missing, expired, invalid, not revalidated, and certificates with missing information. Certificates and documents must be present on board, up-to-date, valid, original, and properly endorsed.

The additional documents of the certificates should not be overlooked. The most important handbooks and registers that should be on ships include Deck and Engine Log Books, GMDSS Record Books, Captain's Night Orders, Visitor Log Books, Garbage Management Manual and Garbage Record Book, Oil Record Book, Cargo Record Book, Ballast Log Book, SMPEP, SOPEP, P&A Manual, CSR, Cargo Securing Manual, Emergency Towing Booklet, STS Manual, Fire Training Manual, Life Saving Appliances Training Manual, and Trim and Stability Booklet, etc. Oil Record Book was the most recorded deficiency in the item "Certificate and Documentation". Wrong and missing entries were the common reasons for this. It should be verified that the Oil Record Book has been filled out properly and signed. The second most common deficiency recorded was related to the "Continuous Synopsis Record" (CSR).

The absence of the last CSR on board or incorrect information on the CSR was the primary reason for these deficiencies. Deficiencies related to the Seafarer Employment Agreement (SEA) mostly arose from expired SEAs. SEA and collective bargaining agreements must be available on board. Each SEA must be signed by the seafarer and by the ship owner or an authorized representative of the shipowner. The remaining reasons for deficiencies under this category include not updating Annex II of SOPEP, missing Flag State endorsements, incomplete shipboard working arrangement tables, and discrepancies between daily ship activities and work/rest hour records.

c. Life-Saving Appliances

The other common deficiencies are respectively related to the Operation Readiness of Life Saving Appliances, Emergency Equipment for 2-Way Communication, and Embarkation Arrangement for Survival Craft.

Deficiency Items	Deficiencies	Detainable Deficiencies
Lifeboats	14	0
Lifebuoys incl. provision and disposition	11	0
Rescue boats	10	1
Launching arrangements for rescue boats	5	2
Lifeboat inventory	4	0
Rescue boat inventory	3	0
Inflatable liferafts	3	0
On board training and instructions	2	0
Maintenance and inspections	2	0
Means of recovery of LSA	2	0
Launching arrangements for survival craft	2	0
Embarkation arrangements for rescue boats	1	1
Fast Rescue Boats	1	1

Preventive Action

In the category of Life-Saving Appliances, the most recorded deficiencies were in the items "Lifeboats" and "Rescue Boats". Maintenance of the structure of the lifeboat/rescue boat including its releasing hook connections, hull integrity, and releasing gear must be given utmost attention. The lifeboat equipment has been examined to verify the correct quantity, expiration date, and condition. To maintain good operational conditions, the lifeboat/rescue boat lowering winch/davits must undergo regular maintenance and servicing.

The compass should not contain air. Operating instructions must be available. Lifebuoys are the other most recorded item under this category. The other most frequently recorded item under this category is lifebuoys. Lifebuoys should be properly positioned on board, and comply with the LSA code standards. Additionally, retro-reflective materials on the lifebuoys must be visually in good condition. Grablines should be fixed, IMO symbols should be available, and MOB expire dates should be marked. Missing instructions for Davit and inoperative Davit Limit Switch are the common reasons for the deficiency item "Launching arrangements for rescue boats". Davits must have been operationally tested and working in good condition.

Launching instructions are prominently displayed and positioned near emergency lighting for easy access. Wires should be checked. Limit switches must be tested. The launching appliances of rescue boats, lifeboats, and liferafts should be in good working condition. The release hook should be tested, both on load and off load, and found satisfactory. The position and hydrostatic release unit of the liferaft should also be checked and deemed satisfactory. Manuals should be prepared and always kept on board. Immersion suits must be of approved type and provided in sizes suitable for each person on board.

d. Fire Safety

The other common deficiencies are respectively related to the Fire Dampers, Maintenance of Fire Protection Systems, Fire Pumps, Fire Prevention Structural Integrity, and Remote Means of Control Machinery Spaces.

Deficiency Items	Deficiencies	Detainable Deficiencies
Fire detection and alarm system	15	2
Fire doors/openings in fire-resisting divisions	10	1
Fixed fire extinguishing installation	7	0
Firefighting equipment and appliances	5	0
Ventilation	4	0
Means of escape	4	0
Fire control plan	3	0
The ready availability of fire fighting equipment	3	0
Personal equipment for fire safety	3	0
Evaluation of crew performance (fire drills)	3	0

Preventive Action

In the category of Fire Safety, the most recorded deficiencies were in the item "Fire detection and alarm system". Inoperating alarm systems, missing of testing keys, and damaged heat detector covers were the common reasons. The fire, smoke, and heat detectors must have been tested to ensure proper operation. Fire detection display panels must be checked against faults. Testing keys must be available on board. The second deficiency item in this category is 'Fire doors/openings in fire-resisting divisions'. Fire doors are crucial components of the fire safety system, and those without a self-closing mechanism must be kept closed at all times. Fire doors are not secured back with hooks. Locking mechanisms must be tested.

The fixed firefighting systems have been serviced, ensuring there are no loose hoses, and the system has been reactivated. The person in charge should be familiar with the remote control of the fixed firefighting systems. Portable and fixed firefighting systems must have been serviced as required, and extinguishers must have been properly labeled with the last service date. The fire fighting equipment should be regularly tested and kept ready for immediate use, following the fire control and safety plan. Fire hoses must have been checked against any leak and hose. Fire hoses with missing nozzles or holes, fireboxes with broken handles or hinges, unusable breathing apparatuses or empty fire tubes, incomplete heat-resistant clothing, and empty or negligibly filled fire extinguishers may result in the ship being detained. Emergency escapes must be clear of any obstacles.

e. Safety of Navigation

The other common deficiencies are respectively related to the Navigation Bridge Visibility, ECDIS, Establishment of Working Language Onboard, and Rudder Angle Indicator.

Deficiency Items	Deficiencies	Detainable Deficiencies
Voyage or passage plan	9	1
Lights, shapes, sound-signals	8	0
Charts	8	4
Nautical publications	5	1
Magnetic compass	4	0
Monitoring of voyage or passage plan	4	0
Signalling lamp	3	0
Voyage data recorder (VDR)/(S-VDR)	3	0
Radar	3	0
Gyro compass	2	0

Preventive Action

PSC officers generally examine operational and navigational equipment, charts and electronic charts (ECDIS), voyage/passage plans, GMDSS equipment, and nautical publications on the bridge. All navigation and communication equipment must be in working condition. In the category of Safety of Navigation, the most recorded deficiencies were in the item "Voyage or Passage Plan". Missing charts for previous or intended passage plans are mostly grounds for detention. Voyage plans must be prepared from berth to berth.

Adequate charts and publications must be available on board with no expiry dates. Chart corrections must be logged properly. The second deficiency item in this category is ' Lights, shapes, sound-signals '. Lights must have been tested on both battery power and emergency power supply. Lights, shapes and sound-signals shall be found as per COLREG. Lights should be free of corrosion and have unbroken covers. GMDSS equipment should be kept ready for testing, and responsible officers should be familiar with its operation.

f. Emergency Systems

The other common deficiencies are respectively related to the Public Address System, Emergency Towing Arrangements and Procedures, Means of communication between the safety center and other control stations, and Location of emergency installations.

Deficiency Items	Deficiencies	Detainable Deficiencies
Emergency, lighting, batteries and switches	12	0
Muster list	5	1
Emergency fire pump and its pipes	5	1
Crew familiarization with Emergency Systems	5	1
Fire drills	4	2
Emergency steering position com./ compass reading	3	0
Emergency source of power	2	0
Abandon ship drills	2	1

Preventive Action

In the category of Emergency Systems, the most recorded deficiencies were in the item "Emergency, lighting, batteries and switches". Inadequate, improperly marked, and non-functional emergency lights significantly contribute to this deficiency. The emergency lighting system must have been regularly tested for functionality, and any lights found to be defective must be promptly replaced. The emergency power batteries must be checked for proper operation. The "Muster List" is the second most frequently recorded deficiency in this category. The muster list should be created in the working language, ensuring readability and substitutes for key personnel must be indicated. It must be up to date. In this category, "Emergency Fire Pumps" ranks third among the most frequently recorded deficiencies.

Both the main and emergency fire pumps must be in proper working condition, and ready for use, with operational gauges and functioning pumps maintaining appropriate line pressure. Emergency fire pumps should undergo pressure testing, with no leakage permitted in the pipes. Clear marking of the fire lines and valves (including isolating valves) is essential. Hydrants should be in good working condition, and corrosion on the handwheels should be absent. Crew familiarization with emergency systems is also grounds for deficiency in this category. The crew must be able to satisfactorily demonstrate emergency drills. It should not be forgotten that failure to conduct drills properly, per SOLAS and company ISM, can lead to detention.

g. Propulsion and Auxiliary Machinery

Deficiency Items	Deficiencies	Detainable Deficiencies
Auxiliary engine	13	2
Propulsion main engine	5	2
Other (machinery)	5	0
Gauges,thermometers, etc.	3	0
Bilge pumping arrangements	2	0

Preventive Action

Deficiencies related to "Auxiliary engine" and "Propulsion main engine" mostly result from oil leakage. Leakage of oil, fuel, or sea/fresh water from the auxiliary and main engines is not permitted. The exhaust insulation must be complete and undamaged. Auxiliary engines and their components must have been tested to verify the proper operation of emergency shutdowns, gauges, quick-closing valves, and automatic changeovers. Non-functional and temporarily repaired engines or equipment are unacceptable. Gauges, thermometers, etc. should be maintained in working condition and regularly tested for calibration.

h. Working and Living Conditions

The other common deficiencies are respectively related to the Medical Equipment, Ventilation (Working Spaces), Safe Means of Access, Ventilation (Accommodation), and Sickbay.

Deficiency Items	Deficiencies	Detainable Deficiencies
Gangway, accommodation-ladder	3	0
Gas instruments	3	0
Electrical	3	0
Cleanliness of engine room	2	0
Lighting (Accommodation)	2	0
Winches & capstans	2	0

Preventive Action

The most frequently recorded deficiencies in this category are related to 'Gangway and accommodation ladder'. The gangway and accommodation ladder test and type approval certificates must be available on board. The accommodation ladder must be in good condition, with no damaged steps or side ropes. No defect is acceptable. Gangway safety nets must have been properly rigged.

Test kits for gas instruments must be available on board. Electrical-related deficiencies in this category mostly resulted from low insulation and missing insulation mats. To prevent incidents and fires, the engine room must be always clean and not slippery. Oil leakages must be detected and rectified immediately. Thermal insulation must not be soaked in oil. Emergency exits must be free of obstacles and tools and equipment must be properly stored.

i. Radio Communications

There is no other deficiency.

Deficiency Items	Deficiencies	Detainable Deficiencies
Radio log (diary)	5	0
Facilities for the reception of marine safety information.	5	0
INMARSAT ship earth station	3	0
Other (radiocommunication)	3	1
Operation of GMDSS equipment	2	0
VHF radio installation	1	0
Satellite EPIRB 406MHz/1.6GHz	1	0
Operation/maintenance	1	0
Performance standards for radio equipment	1	0

Preventive Action

Radio logbooks must be present onboard, and ship particulars, records, or routine tests must be filled out properly. Facilities for the reception of marine safety information-related deficiencies mostly result from missing Navtex warnings. Navigation warnings should be processed at relevant locations from devices such as Navtex, Inm-C, and VHF. The GMDSS equipment must be available for testing, and the tests shall be conducted by the responsible radio or GOC officer.

Crew members must be familiar with the testing and usage of the equipment. Test reports for navigational and communicational equipment must be available on board. The EPIRB hydrostatic release unit must function properly, and a manual release must be fitted and marked.

j. ISM and ISPS

There is no other deficiency.

Deficiency Items	Deficiencies	Detainable Deficiencies
ISM	20	2
Access control to ship	7	0
Security drills	1	0
Security related defects	1	0

Preventive Action

The primary objective of the ISM Code is to establish international safety standards in ship management and to prevent shipboard marine pollution, thereby protecting the environment. First and foremost, it must be ensured that all requirements of the ISM Code are implemented both ashore and on board the vessel. A valid ISM SMC or interim SMC, as well as a copy of the DOC or interim DOC, must be present on board. Deficiencies related to ISPS mostly resulted from “Access Control to Ship”. Crew must be familiar with access control measures for each security level. Restricted areas must have been identified. All security equipment listed in the SSP must be in operational condition. Approved SSP must be available on board. Security incidents and breaches must be documented and informed to related parties. SSAS (Ship Security Alarm System) Test must be carried out and documented. Gangway log book entries must be documented.

k. Water/Weathertight conditions

There is no other deficiency.

Deficiency Items	Deficiencies	Detainable Deficiencies
Freeboard marks	7	0
Covers (hatchway-, portable-, tarpaulins, etc.)	4	0
Railing, gangway, walkway and means for safe passage	3	0
Ventilators, air pipes, casings	2	0
Windows, sidescuttles and deadlights	2	0
Doors	1	0
Bulwarks and freeing ports	1	0

Preventive Action

Freeboard marks are the most commonly recorded deficiency in the category of ‘Water/Weathertight conditions’. Rusted and unreadable load line marks, as well as discrepancies between the Load Line certificate and the actual image of load line marks, are common reasons. Load line marks must be checked to ensure they are clear and visible, and draft marks must be readable. The deficiencies related to “Cover” mostly stem from rusted hatch cover wheels, damaged cleats on holds, and damaged cargo holds.

The hatch cover must be in good working condition with operational and undamaged gaskets, cleats, and other securing devices. Watertight windows with leaking water and rusted bulwarks are other deficiencies. To prevent deficiencies related to ventilators, air pipes, and casings, corrosion, holes, cracks, etc., should be checked. Damaged or stuck closing devices of air pipes are not acceptable. Railings, gangways, and walkways must be free of corrosion and holes. Windows, side scuttles, and deadlights must be inspected to ensure they are in good condition.

l. Pollution Prevention

There is no other deficiency.

Deficiency Items	Deficiencies	Detainable Deficiencies
Garbage management plan	4	0
Garbage	3	0
Sewage treatment plant	2	*
Segregation of oil and water ballast	2	0
Oil filtering equipment	1	0
Sewage comminuting and disinfecting system	1	0
Oil and oily mixtures from machinery spaces	1	0
Control of discharge	1	0
Ballast Water Management System	1	0
Sewage discharge connection	1	0

Preventive Action

The Garbage Management Plan must be available on board, and entries in the Garbage Record Book must be up to date. Garbage should be stored as per the Garbage Management Plan and excessive garbage must be discharged from the vessel in the first convenient port. Missing type approval certificate of sewage treatment plant and not properly worked emergency generator are the other reasons for this deficiency. The sewage treatment plant must be operational. The emergency generator must have been tested to verify its working condition. The quick-closing valve must be working in good condition. An oil filtering equipment maintenance plan must be available on board. Leakage and corrosion in the piping line (especially the discharge line) are not acceptable, and temporary repairs will not be accepted. Placards must be present on board, and torn, faded, or missing placards are not acceptable.

m. Structural Condition

There is no other deficiency.

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

Preventive Action

The most common deficiency related to steering gear, which can also lead to detention, is the presence of unreadable steering gear degree placards and discrepancies between welded and painted ones. Both the main and emergency steering gear must be checked to confirm proper working conditions. No hydraulic leaks are accepted. Crew should be familiar with emergency steering procedures. The rudder angle indicators in the steering gear room and on the bridge must be the same. Communication must be operational between the steering gear room and the bridge.For deficiencies related to decks – corrosion; damage, cracks, buckling, and defects are not permitted. Cable conduit insulation must be free from corroded, broken fittings, and bare ends. Shell plating, topside tanks, or tank top plating must be free from cracks, buckling, defects, and corrosion. Openings to the cargo area, doors (watertight or weathertight), or scuttles must be properly closed.

n. Cargo Operations Including Equipment

There is no other deficiency.

Deficiency Items	Deficiencies	Detainable Deficiencies
Cargo Securing Manual	2	0
Other (cargo)	2	0
Cargo Operation	1	0

Preventive Action

The Cargo Securing Manual must be available on board with the latest revision and prepared ship-specific. Personnel PPE must be available on board. Ship to Shore checklists must be performed.

o. Alarms

There is no other deficiency.

Deficiency Items	Deficiencies	Detainable Deficiencies
Steering gear alarm	2	0

Preventive Action

The alarms are crucial for the safe operation and management of the ship and its equipment. Crew members must be familiar with the alarm systems on board. Some of the most important alarm systems include those for the sewage treatment plant, fuel oil leakage, oily water separator, incinerator, BNWAS, etc. By promptly and correctly addressing the given alarms with corrective actions, accidents or incidents can be prevented. Alarms systems shall be tested regularly.

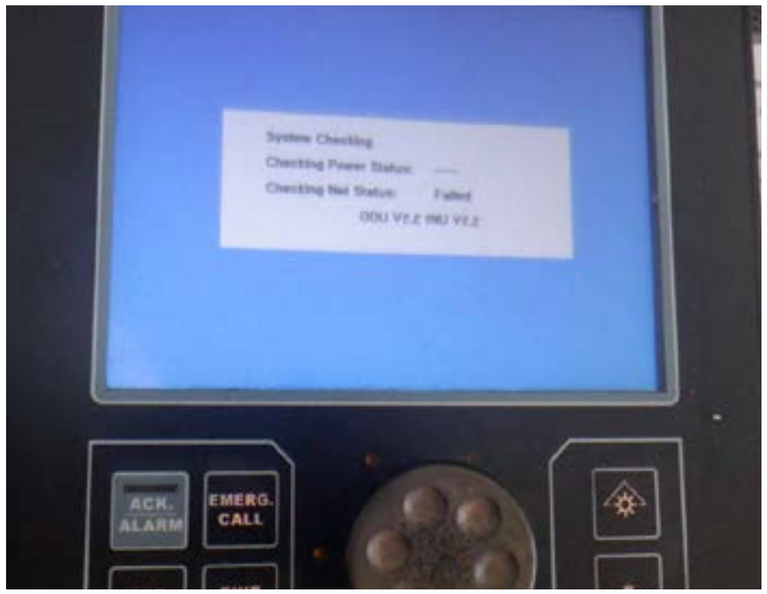
4. Deficiency Photos

Corroded window in crew cabin

Fire hoses with holes

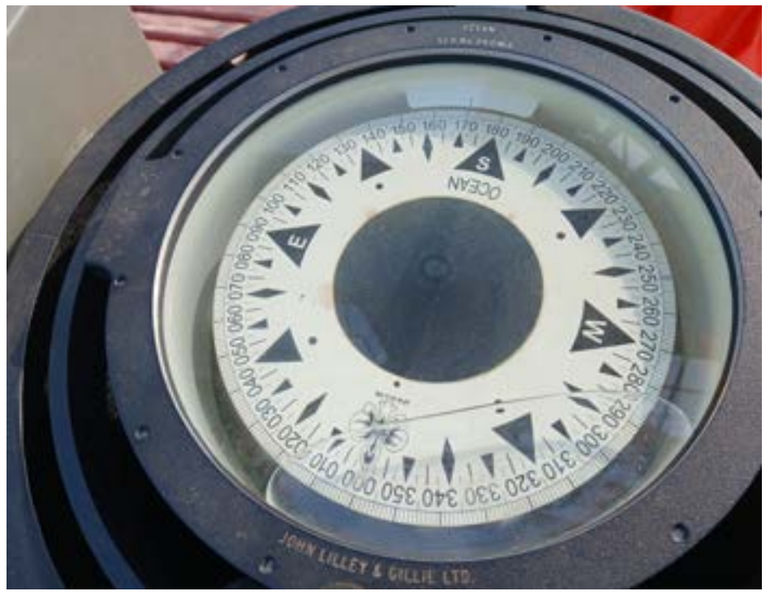
Leakage from fire line

BNWAS Failure

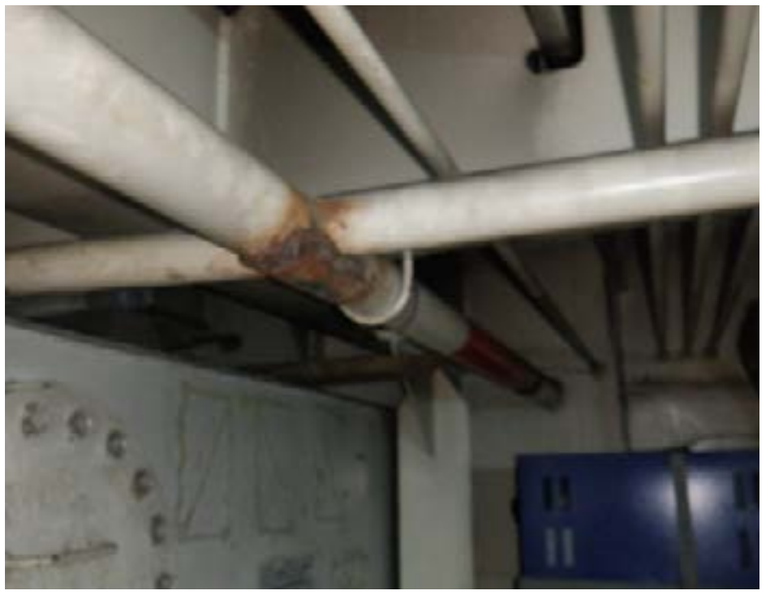


Deep fat fryer

Bubbles in magnetic compass



Temporary repaired pipeline with doubler plate



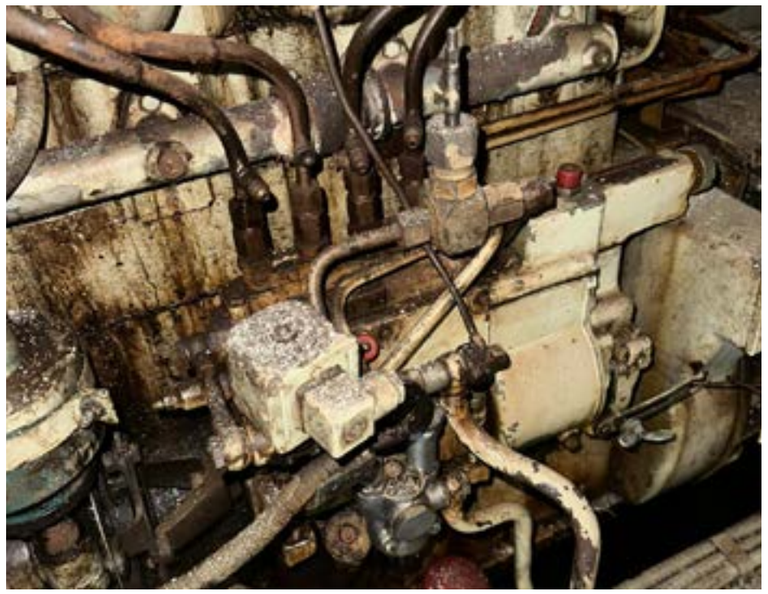
Fixed fire doors with hooks, cables etc.

Holes on air vent' pipes due to heavily corrosion

Liferaft missing weak-link connection

Fuel leakage from valve handle

Oil leakage in emergency generator



Rusty CO2 line in CO2 room

Damaged bulwark

Damaged chock

Damaged ropes

Missing lamb cover

Open electrical cables in engine room

Blocked CO2 line

ECDIS keyboard is not original

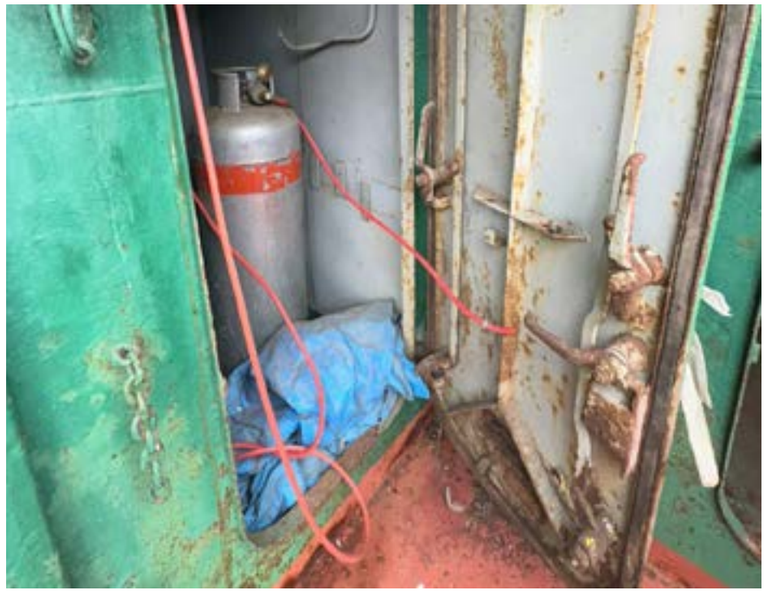
Unproper and missing exhaust insulation in main engine

Bunker samples stored in steering gear room without MSDS

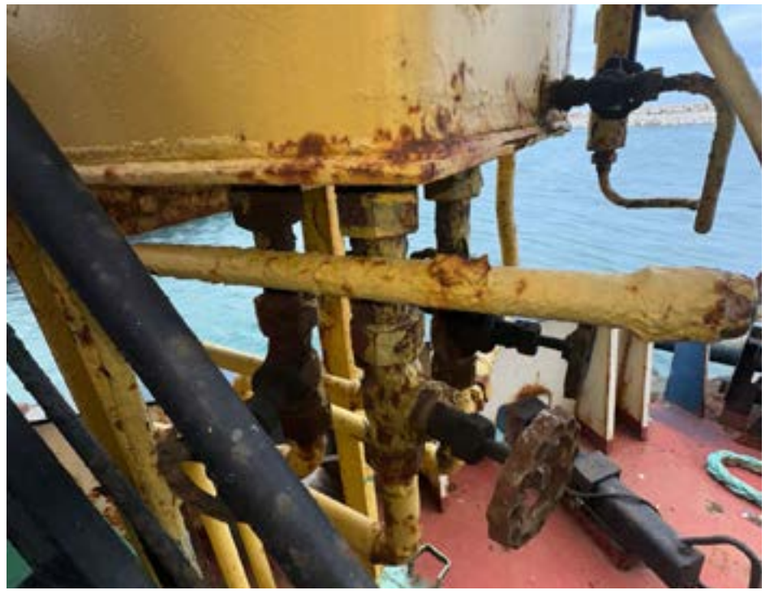
Corrroded air ventilation

Damaged compass

Damaged compartment door and seals



Corroded aft winch hydraulic line



Missing cover of pulley of emergency generato

Defected ventilation hatch cover

Heavily corroded compartment door handle

Heavily corroded mooring winch

Heavily corroded winch

Stucked collision valve

Empty and non hygienic vegatables store

Fire door fixed with rope

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 prior to 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. It is crucial that all certifications are 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
Fax Number: +90-216-5813810

Control Result

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

Certification and Documentation

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

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 ±0.5°.		
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

Are the sound signals (whistle, gong, bell) and shapes (2 black balls, 1 diamond shape at the bridge, 1 block ball at the forecastle) in good condition?		
Are the lights properly installed per COLREG 1972?		
Are the navigation lights and signals functioning properly? ▪ Is the warning device for navigation light failures on the bridge operating efficiently in terms of its visual and audible properties? ▪ Are the port and starboard side light screens painted matte black?		

▪ Correct bulbs fitted? ▪ Are the lenses clean? ▪ Are spares available? ▪ Are the securing blankets and mountings in good condition?		
Is the daylight signaling lamp independent from the ship's power supply and working satisfactorily? ▪ Are Portable battery and spares available?		
Are the NUC (Not Under Command) lights correctly positioned?		
Are the current edition of the International Code of Signals and the list of lights available?		
Are Country Flags available?		
Is there a complete set of Signal Flags?		

Nautical Publication

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

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 ewuipment checks ▪ Lifeboat engine test		
Is Engine Log Book up to date?		
Is Radio Log Book up to date?		
Radio Station Licence		
Has Chronometer error log-book 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

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

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

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

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

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 deteriation?		
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 Accomodation Ladder load test report available? ▪ Is Portable Gangway load test report available?		
Have the hold access ladders been checked for damage and deterioration?		

Mooring Arrangements

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

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

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

Are machinery spaces, including the steering gear space, pump room, tank tops, and bilges, free from excess oil or other fire hazards, including accumulations of oily waste material and rags?		
Are the main machinery and essential auxiliaries operating satisfactorily, with no excessive fuel, lubricating oil, or water leakages?		
Have the auxiliary engines and attachments been tested to ensure that emergency shutdowns, gauges, automatic changeovers, and quick-closing valves are operating properly?		
Is the shielding of high-pressure oil fuel lines in place, and is the alarm working?		
Are the exhaust pipes properly insulated, and is the insulation free of any oil contamination?		
Have the exhaust pipes been properly insulated, and is the insulation free of any oil contamination?		
Are there any excessive steam leaks?		
Are the steam pipes properly insulated?		
Is the boiler safety valve operating?		
Are the boiler gauge glasses clean?		
Is the bilge pumping system operating satisfactorily?		
Have all sounding pipes in machinery spaces been fitted with closing devices? If weighted lever cocks are used, are the weights in place and are the levers not constrained in the open position?		
Have the cooling water piping systems been examined for their condition?		
Are the sea chests and sea valves in good condition?		
Have the remotely operated watertight doors been tested and found satisfactory?		
Is the communication between the engine room/control room and the bridge, including the telegraph, satisfactory?		
Are the escape routes from machinery spaces not obstructed?		
Is the Inert Gas System operational? (In tankers) ▪ Are visual alarms and high-high alarms working properly?		
Is the Egzaust Gas Cleaning System (EGCS) approved by the Flag State Administration? ▪ Are the crew familiar with the operation? ▪ Is the compliant fuel being used?		

Alarms

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?		

Electrical

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 cleaniness 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

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?		

Emergency source of power

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

Have the main and emergency steering gear been tested to ensure they are functioning properly?		
Are they 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

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

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

ISM

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

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

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?