Edition 2020

Port State Control
Annual Report

TÜRK LOYDU

PSC

Annual Report

2020

Year of Printing
2020

TURK LOYDU

INDEX

INDEX / *FIGURES*

INDEX / *TABLES*

Executive Summary

Port State Controls (PSC) are the inspections carried out to check whether the ships visiting ports are operated in accordance with the international rules and regulations. Within this context, the Port State country has the right to control whether any ship visiting its port meets the requirements. If there is a substandard condition, the ship may be detained at that port and the deficiencies must be rectified. For an authority to carry out inspections is provided by international agreements.

In this report, the ships in the Türk Loydu fleet have been analyzed. As a result, issues such as the rate of detention of the MoUs, the most common deficiencies and detainable deficiencies, corrective and preventive action for the most common deficiencies and detainable deficiencies and the rate of detention of the Ports and Authorities were discussed.

Turk Loydu Port State Control Activities

Turk Loydu has a dedicated department who is responsible for the monitoring of its fleet performance including results of the fleet PSC inspections. A Port State Control Procedure and a Fleet Monitoring Procedure is in place to continuously raise the standards on board to TL classed ships. Under these procedures, all PSC inspections are reviewed, all deficiencies are recorded and it is ensured that all deficiencies are rectified systematically. TL has reached historical success under the favour of Port State Controls' daily follow up and analysis, TL fleet monitoring digitalization and improvements, non-programmed surveys to prevent detentions and strengthening expert crew.

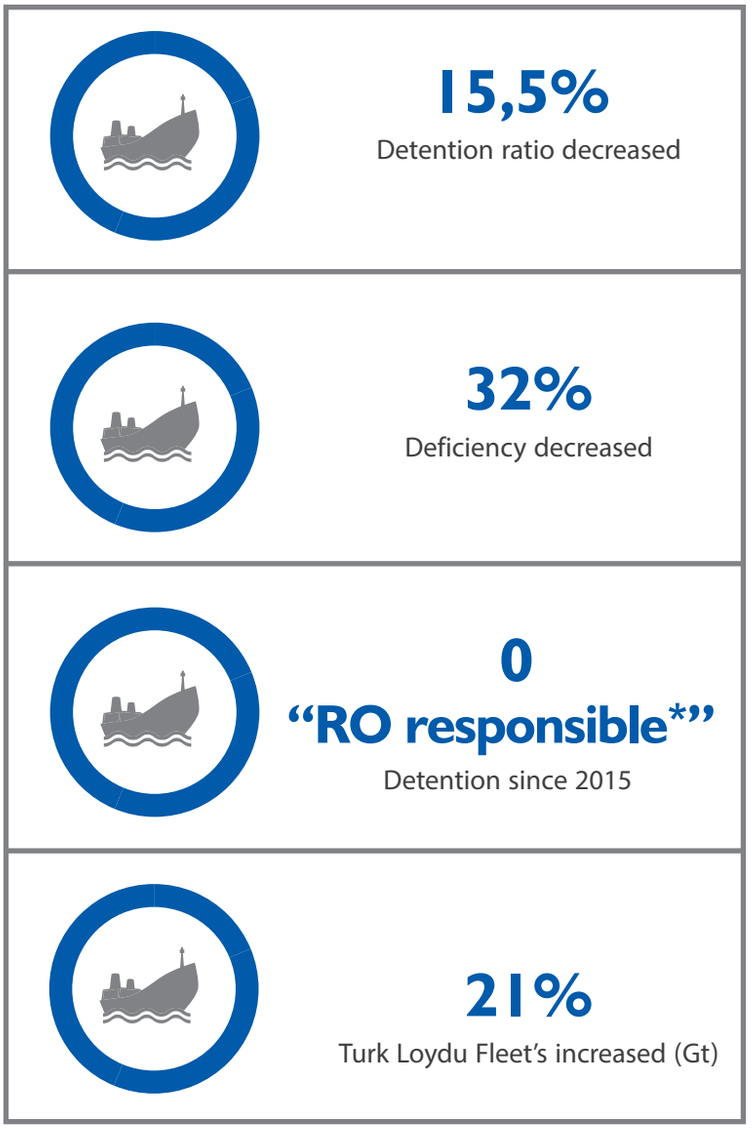
TL has been on the high performance list of Paris MoU RO Performance Table for the last 14 years with zero RO detention since 2015. 395 inspections were conducted and 19 of them ended with detention. The number of overall inspections per detentions ratio is 4,81%. The Increased quality of TL has an effect on inspection frequency of TL fleet. Thus, they are subject to less inspection.

Turk Loydu has not experienced any RO detention since 2015,
Detention Rate of TL Fleet is %3.55 which is historical low rate for the detentions in 2019,

TL has been announced as "High Performance RO" by the Paris MoU on its Recognized Organization Performance Table for the Years 2016-2018. For the last 13 years, TL has maintained its"High Performance RO" status.

Eventhough the number of TL classed ships increased from 610 to 633 during 2019, the number of deficiencies has decreased. %32 during 2019 compared to 2018.
The number of detainable deficiencies also decreased %31 during 2019 compared to 2018 and reached to historically low level

Although the number of PSC inspections conducted onboard TL classed ships have not changed much for the last 3 years, the detentions are decreasing.



**RO means a Recognized Organization or other private body carrying out surveys and issuing or endorsing Statutory Certificates of ships on behalf of a Flag State. ROs may be found responsible whan a detainable deficiency is associated with the RO. Please refer to PSC MoU Instructions for further details"*

I .Introduction

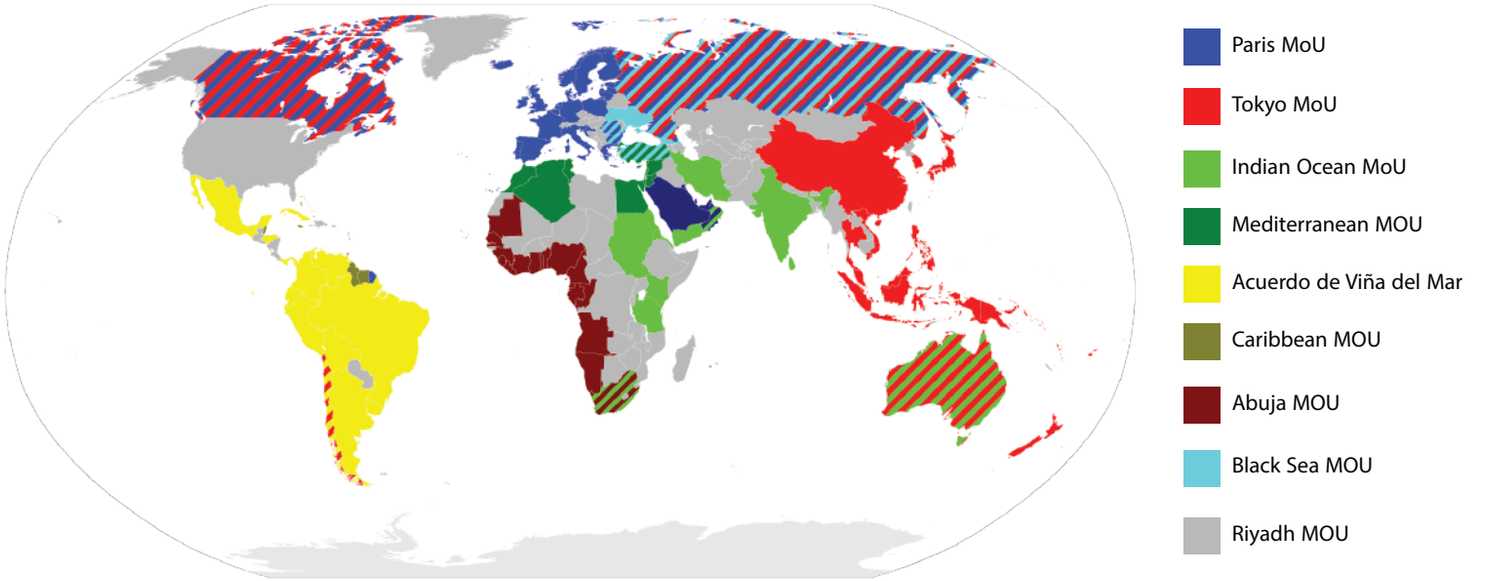
a. Aim and History of Port State Control

The vast majority of world trade transport is carried out by ships undertaking a major role in maritime trade using the ports of various countries around the world. In addition, the demand for maritime transport is increasing in accordance with the growing economy. Therefore, the condition of vessels should be maintained at a satisfactory level for safer transport. Port State Control is the framework of these inspections made in this regard. The main purpose of PSC is to inspect not only the condition of ships and their equipment but also the operation of ships consistent with the international rules. There are many legal obligations and in turn related sanctions for ships to comply with international standards. Relevant legal arrangements are included in the 1982 United Nations Convention on the Law of the Sea (UNCLOS, 2001), as well as by organizations such as the International Maritime Organization (IMO, 2015) and the International Labor Organization (ILO, 1976). The responsibilities of the port owner countries were adopted in July 1982., 27 Countries signed the Paris Memorandum of Understanding on Port State Control (Paris MOU), and today many countries have signed and accepted similar MOUs around the world.

b. Worldwide MoUs

Port State Controls are performed in an orderly manner and these inspections play an important role to prevent substandard ships trading in sea transport in terms of safety, security and the environment. The control mechanism is constituted by international treaties and the inspections are performed by the Memorandum of Understanding (MoU). These Memorandum of Understandings (MoUs) are as follows; Europe and the North Atlantic (Paris MoU); the Black Sea region (Black Sea MoU); the Mediterranean (Mediterranean MoU); Asia and the Pacific (Tokyo MoU); Latin America (Acuerdo de Viña del Mar); Caribbean (Caribbean MoU); West and Central Africa (Abuja MoU); the Indian Ocean (Indian Ocean MoU); and the Riyadh MoU. The United States Coast Guard maintains the tenth PSC regime in the world. Countries have come together and signed Port State Regional Agreements in order to exchange information and to work in coordination. Having realized that a government alone will be insufficient to prevent substandard ships, it has become mandatory to implement Port State Control practices in the countries of the same region in order to eliminate unsafe work and possible threats in that region.

Port State Control procedures are not only designed as an improvement for ships and equipment but also include operational requirements defined by international conventions and maintenance-attitude under the ISM Code, ISPS Code, and MLC 2006 Convention.



Paris MoU on Port State Control

c. Turk Loydu Was Announced Again As High Performance RO by Paris MoU

Paris MoU Recognised Organisation Performance Table is used for the calculation of the Ship Risk Profile. Turk Loydu was announced on the latest Paris MoU Recognised Organisation Performance Table once again as "High Performance" Recognised Organization, as it has been for the last 14 years. It is noteworthy that the Port State Controls carried out on Türk Loydu class ships have resulted with no RO related detentions since 2015.

RECOGNIZED ORGANIZATION PERFORMANCE TABLE 2017-2019

Recognized Organization	RO abrev	Inspections	Detentions	Low/medium limit	Medium / high limit	Excess Factor	Performance level
American Bureau of Shipping	ABS	6,254	3	144	106	-1.93	High
DNV GL AS	DNVGL	19,094	16	414	350	-1.90	
Lloyd's Register	LR	12446	14	275	223	-1.86	
Nippon Kaiji Kyokai	NKK	8,507	17	192	148	-1.75	
Bureau Veritas	BV	11,464	26	254	204	-1.73	
RINA Services S.p.A.	RINA	4,865	11	114	81	-1.69	
Russian Maritime Register of Shipping	RMRS	2,785	6	68	43	-1.66	
Korean Register of Shipping	KRS	1335	2	36	18	-1.66	
China Classification Society	CCS	890	1	25	10	-1.63	
TÜRK LOYDU	**TL**	**434**	**0**	**14**	**3**	**-1.46**	
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	582	4	18	6	-0.38	Medium
Phoenix Register of Shipping	PHRS	585	6	18	6	0.03	
Panama Maritime Documentation Services	PMDS	151	0	6	0	0.05	
Croatian Register of Shipping	CRS	163	1	7	0	0.17	
National Shipping Adjuster Inc.	NASHA	231	4	9	1	0.42	
Dromon Bureau of Shipping	DBS	616	12	19	6	0.47	
Indian Register of Shipping	IRS	184	4	7	0	0.54	
Isthmus Bureau of Shipping, S.A.	IBS	122	3	5	0	0.59	
Intermaritime Certification Services, ICS Class	ICS	192	5	8	0	0.66	
Macosnar Corporation	MC	136	4	6	0	0.70	
Overseas Marine Certification Services	OMCS	129	4	6	0	0.73	
United Registration and Classification of Services	URACOS	86	3	4	0	0.74	
Maritime Bureau of Shipping	MBS	70	3	4	0	0.83	
International Naval Surveys Bureau	INSB	620	17	19	6	0.87	
Bulgarian Register of Shipping	BRS	240	8	9	1	0.89	
Maritime Lloyd - Georgia	ML	154	7	6	0	1.26	Low
Mediterranean Shipping Register	MSR	176	8	7	0	1.38	
Venezuelan Register of Shipping	VRS	107	6	5	0	1.61	
Shipping Register of Ukraine	SRU	421	18	14	3	1.83	
Other		447	19	14	4	1.85	
International Register of Shipping	IS	208	13	8	0	2.83	Very Low
Panama Shipping Registrar Inc.	PSR	101	8	5	0	3.16	

2. Deficiency Analysis

This section includes Port State Control analysis of TL fleet based on statistics, inspection rates, performance value, etc..
While collecting data, the following sources were used.

1- Notifications made by the Port States in accordance with IMO Resolution A.787 (19).
2- Data published by Memorandum Web Sites (Paris Mou, Black Sea Mou, Mediterranean Mou, and Tokyo Mou, etc..)
3- Notifications made by the ship owner or manager.
4- External Resources (IHS Maritime, Lloyd's List Intelligence, Equasis, etc.)

a. Deficiencies and Detainable Deficiencies Statistics between 2015 to 2019

This graph [Figure 2.1] was created from the number of deficiencies and detainable deficiencies of TL fleet between 2015 and 2019. Even though the number of TL classed /RO ships is increasing from 610 to 633, the number of deficiencies is decreasing year by year. The number of detainable deficiencies reached the lowest value in 2019.

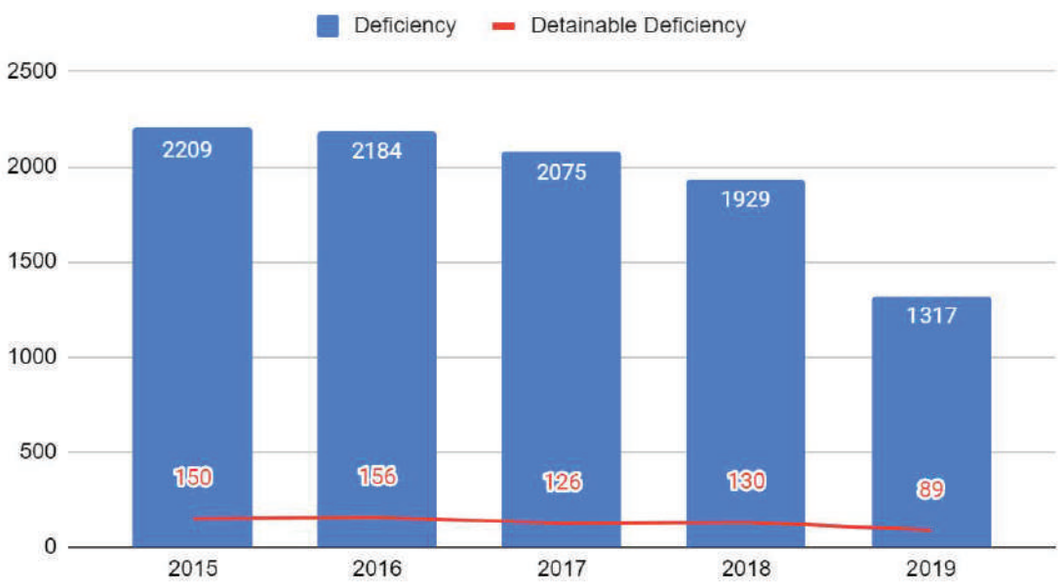


Figure 2.1
Deficiencies and Detainable Deficiencies of TL Fleet

b. Inspection and Detention Analysis

These tables [Table 2.1, 2.2 and 2.3] were created from the number of inspections and detentions. Although the number of inspections is close quantity for each year, the number of detention is decreasing. In addition, TL has a quality fleet and has been on the high performance list of Paris MoU for the last 13 years. Therefore, they are subject to less inspection. The most common Memorandums inspected TL fleet is Paris and Black Sea.

Table 2.1 *Turk Loydu Inspection and Detention Analysis in 2019*

MoU	Inspection	Detention	Ratio (%)	Inspection Ratio (%)	Detention Ratio (%)
BLACK SEA	162	7	4.32	41.01	36.84
PARIS	161	11	6.83	40.76	57.89
MEDITERRANEAN	67	0	0.00	16.96	0.00
OTHER	4	1	25.00	1.01	5.26
TOKYO	1	0	0.00	0.25	0.00
Total	***395***	***19***			

Table 2.2 *Turk Loydu Inspection and Detention Analysis in 2018*

MoU	Inspection	Detention	Ratio (%)	Overall Inspection Ratio (%)	Overall Detention Ratio (%)
BLACK SEA	163	12	7.36	41.27	63.16
PARIS	173	11	6.36	43.80	57.89
MEDITERRANEAN	62	6	9.68	15.70	31.58
OTHER	2	2	100.00	0.51	10.53
Total	***400***	***31***			

Table 2.3 *Turk Loydu Inspection and Detention Analysis in 2017*

MoU	Inspection	Detention	Ratio (%)	Overall Inspection Ratio (%)	Overall Detention Ratio (%)
BLACK SEA	157	14	8.92	39.75	73.68
PARIS	176	15	8.52	44.56	78.95
MEDITERRANEAN	50	2	4.00	12.66	10.53
OTHER	3	2	66.67	0.76	10.53
Total	***386***	***33***			

c. Most Common Deficiencies and Detainable Deficiencies of 2019

This graph [Figure 2.2] was created from deficiencies of the TL fleet in 2019. In accordance with the graph, safety of navigation, labour conditions, and certificate & documentation are the most
common deficiencies for the TL classed/RO ships. Cargo operations including equipment, other and dangerous goods are vice versa.

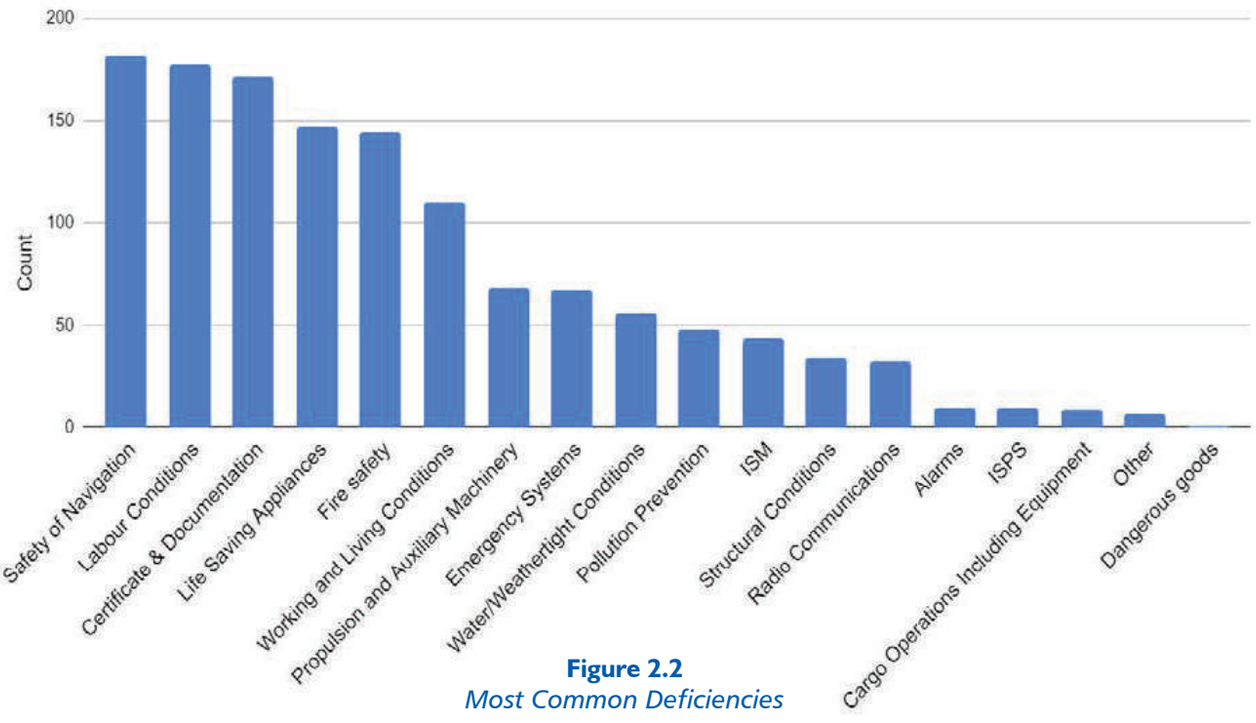


Figure 2.2
Most Common Deficiencies

This graph [Figure 2.3] was created from detainable deficiencies of TL fleet in 2019. 89 detainable deficiencies out of 1317 deficiencies were recorded in 2019. In accordance with the graph, labour conditions, safety of navigation and fire safety are the most common detainable deficiencies. While the safety of navigation and labour conditions are at the top three of the most common deficiencies, fire safety is at the fifth place in the most common deficiencies. There is no detainable deficiency under the water/weathertight conditions, radio communications, alarms, ISPS, cargo operations including equipment, other and dangerous goods items.

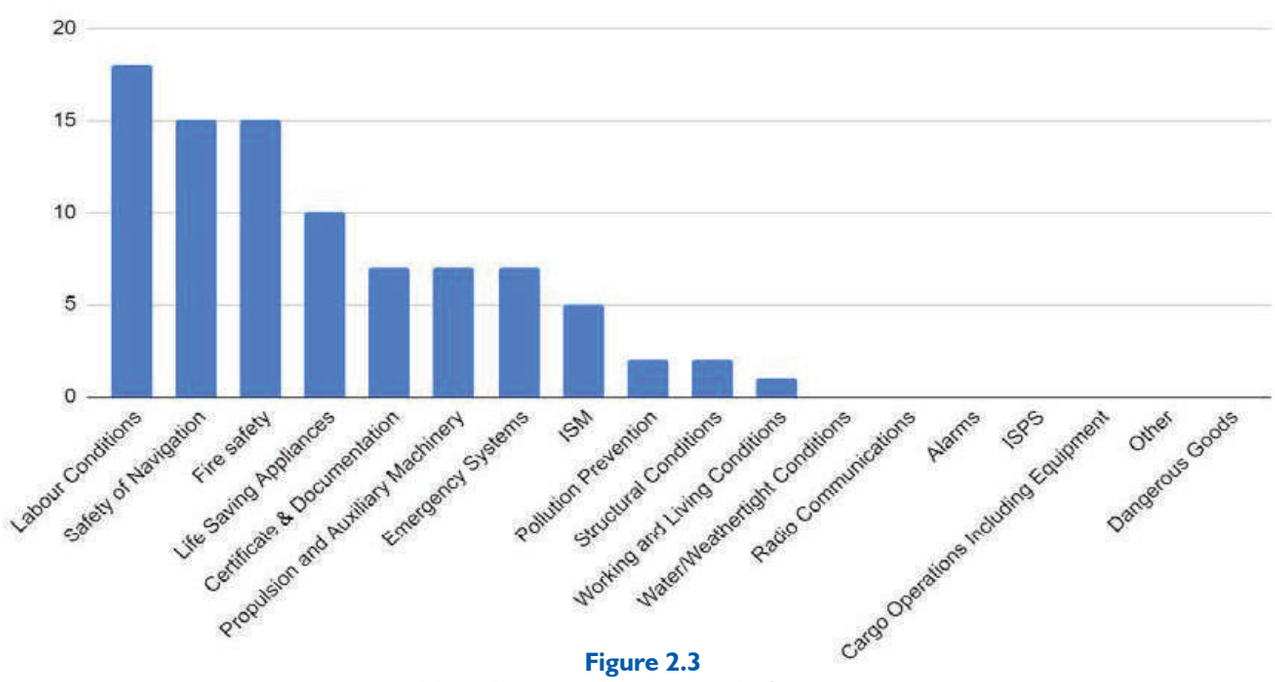


Figure 2.3
Most Common Detainable Deficiencies

d. Most Common Deficiencies and Detainable Deficiencies between 2017 to 2019

This graph [Figure 2.4] was created from deficiencies of the TL fleet between 2017 to 2019. According to the graph, the number of deficiencies is decreasing. The most common deficiencies order is generally the same for years. The most common three deficiencies are safety of navigation, labour conditions and certificate & documentation. Although the number of inspections was stable between 2017 to 2019, the number of deficiencies and detainable deficiencies was diminished.

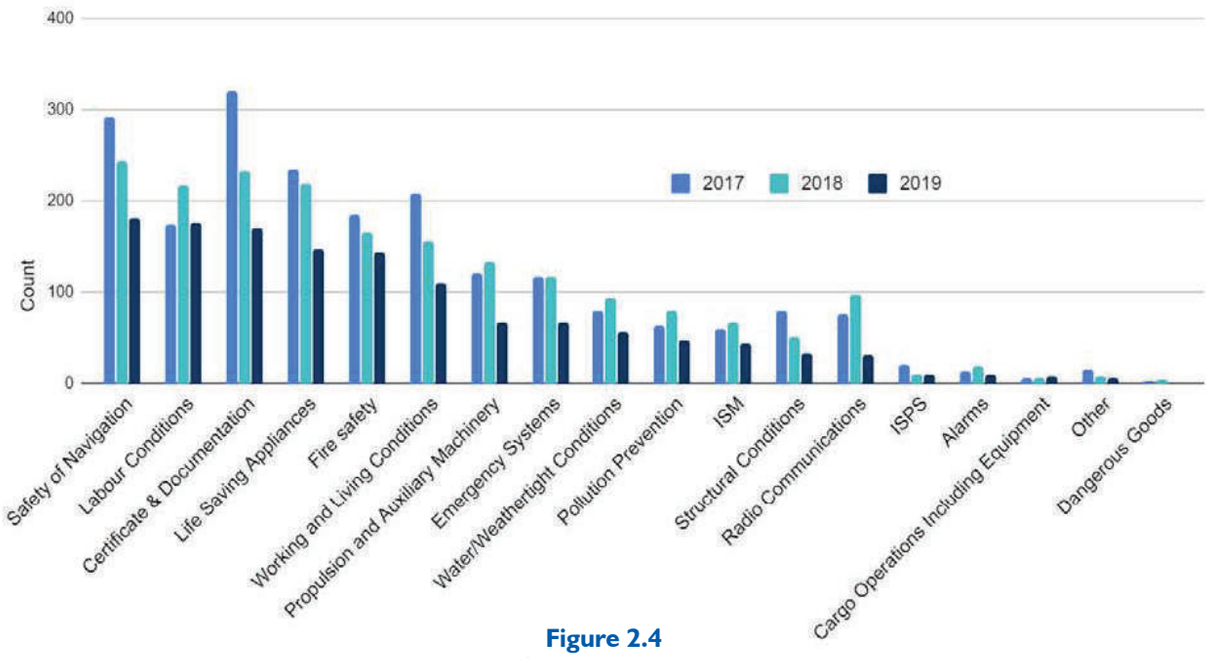


Figure 2.4
Most Common Deficiencies between 2017 to 2019

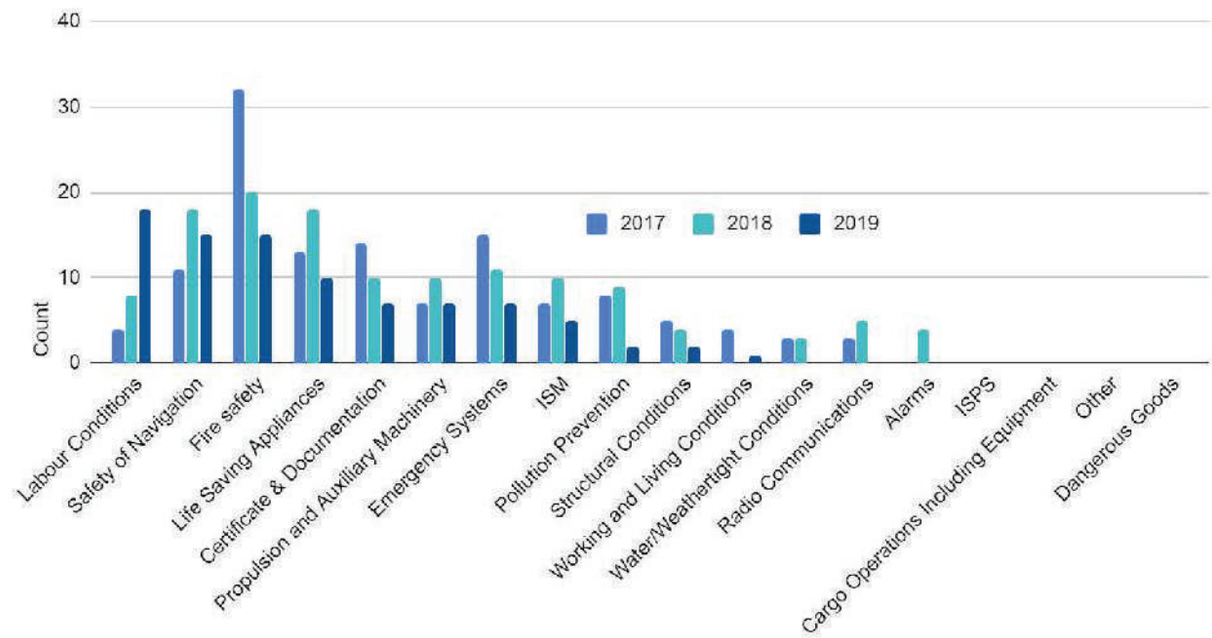


Figure 2.5
Most Common Detainable Deficiencies of Turk Loydu between 2017 to 2019

e. Annual Detention Ratio (%)

This graph [Figure 2.6] was created from the annual detention ratios of Paris MoU Recognised Organization detentions. TL has been on the high-performance list of Paris MoU RO performance table for the last 13 years. In 2019, the detention ratio reached historical success and the detention ratio is decreasing for the last four years. Fleet monitoring with innovations and improved quality is the most beneficial effect on the decreasing graph.

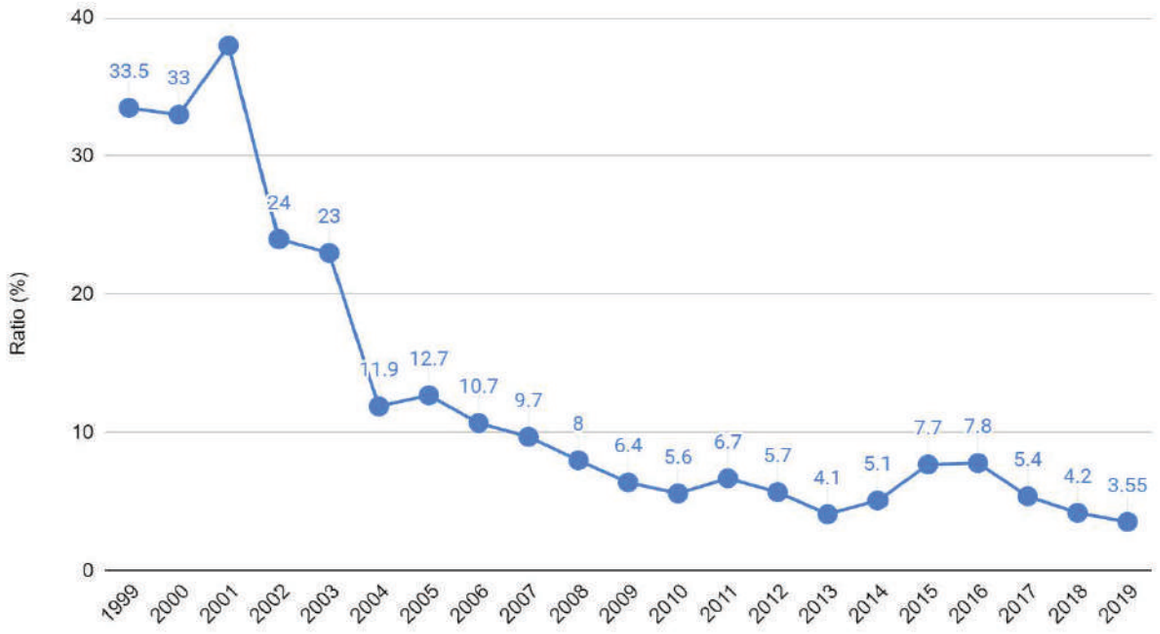


Figure 2.6
Annual Detention Ratio

f. Monthly Detention Ratio (%)

This graph [Figure 2.7] was created from the monthly detention ratios of Paris MoU Recognised Organization detention in 2019. TL has reached the lowest detention ratio. In total, 5 detentions out of 141 inspections were recorded with a 3,55 ratio. Respectively February, October, and November have the highest detention ratios. In order of highest detention ratios are 11.9, 8.33, and 7.69. There is no detention in January, April, May, June, August, September, and December.

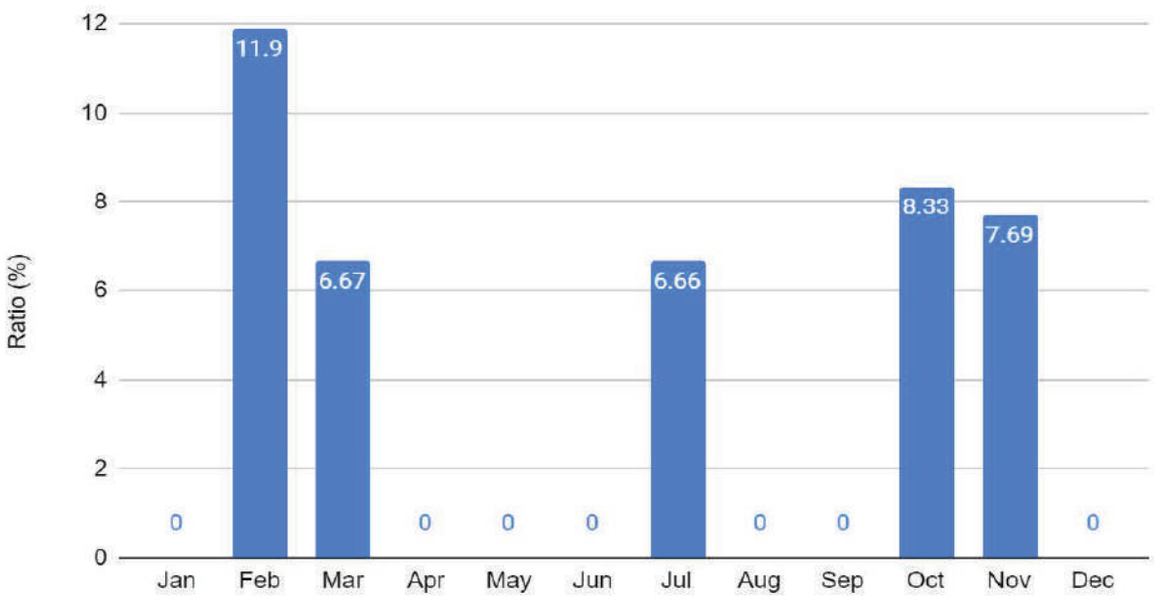


Figure 2.7
Monthly Detention Ratio in 2019

g. Port and Authority Analysis of Inspections

These graphs [Figure 2.8, 2.9, 2.10, and 2.11] were created from port and authority statistics of the inspected/detained ships of the TL fleet. In accordance with the graphs [Figure 2.8, and 2.9], ports that had more inspections respectively Novorossiysk, Nikolayev, and Chornomorsk. Novorossiysk is the common port for the number of inspections and detentions. Respectively the most detained ports after Novorossiysk are Tuapse, Eleusis, and Temryuk.

According to Authority statistics [Figure 2.10, 2.11], Ukraine, Russian Federation, Greece, and Romania have more inspections, and the Russian Federation, Greece, and Spain have more detentions. Russian Federation and Greece is the common for the most number of inspections and detentions.

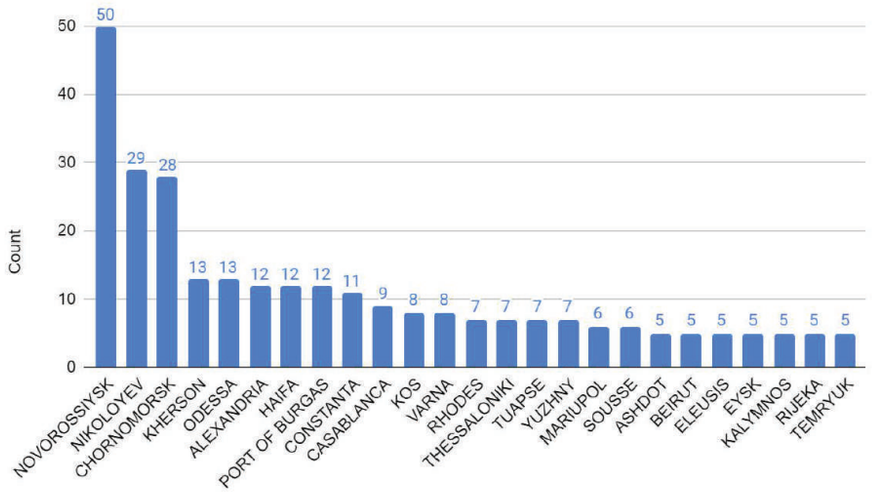


Figure 2.8
Inspected Ships' Port Analysis of TL Fleet in 2019.

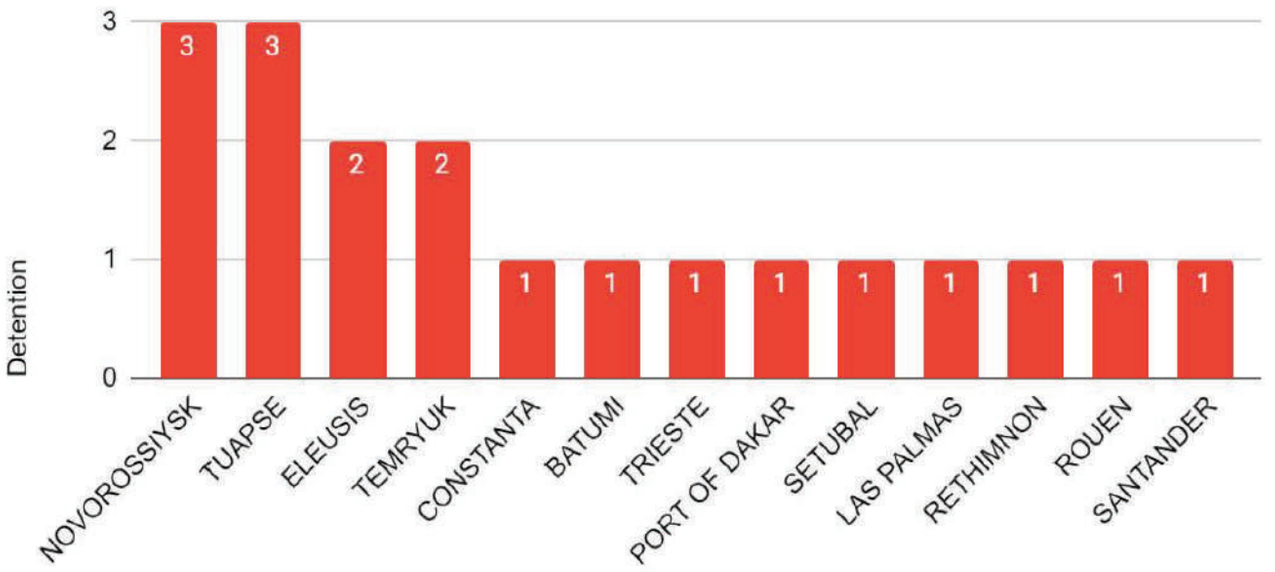


Figure 2.9
Detained Ships' Port Analysis 2019

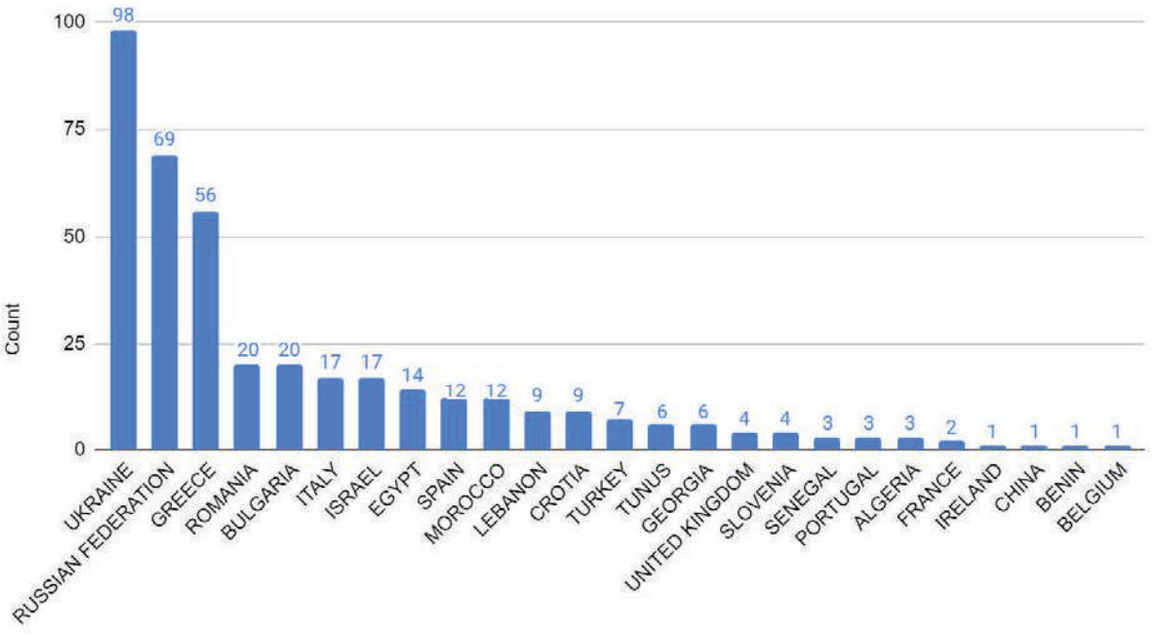


Figure 2.10
Inspected Ships' Authority Analysis of TL Fleet in 2019.

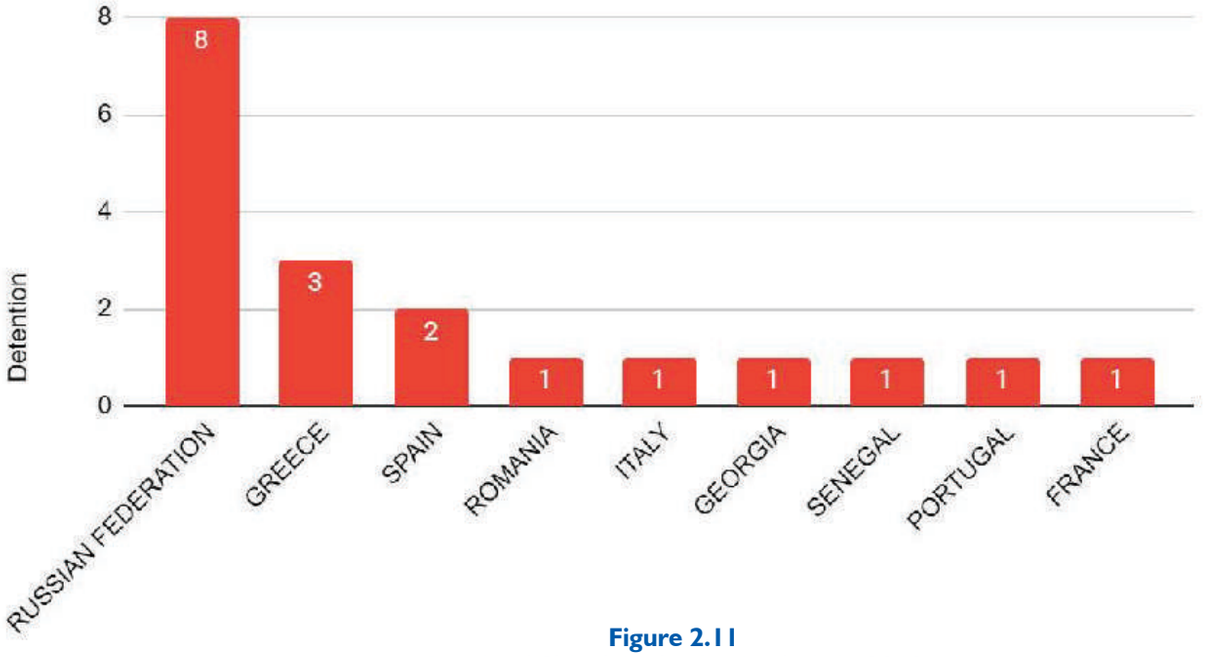


Figure 2.11
Detained Ships' Authority Analysis in 2019

h. Memorandums' PSC Analysis in 2019

This graph [Figure 2.12] was created from information from Memorandums that have inspected or detained ships of the TL fleet. In accordance with the graph, Paris MoU has the highest ratio for detention and others respectively Black Sea and Other (Abuja MoU etc.). Mediterranean and Tokyo MoU have no detention. Ships of TL Fleet were mostly inspected by Black Sea MoU, others respectively are Paris, Mediterranean, Other (Abuja MoU), and Tokyo MoUs.

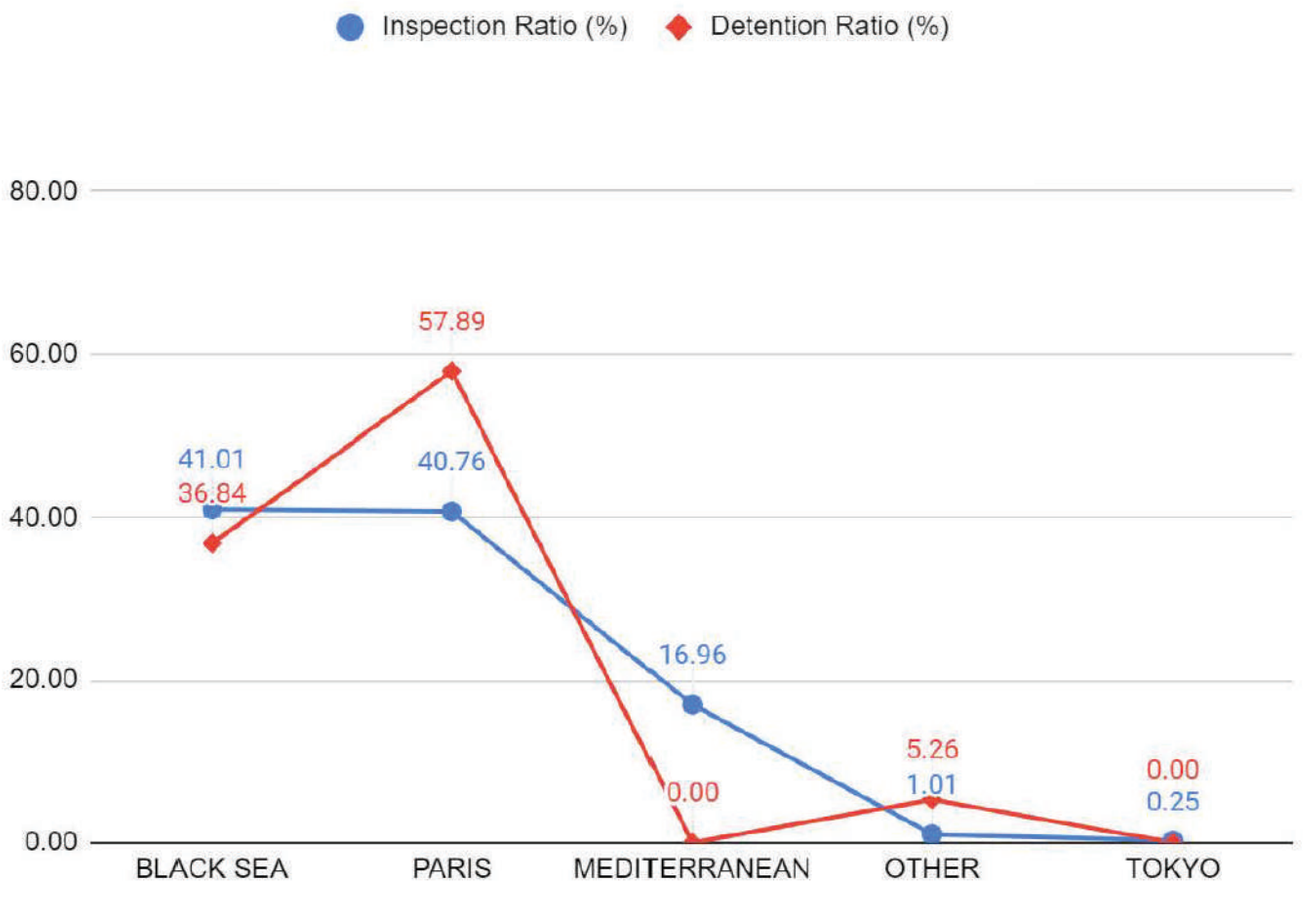


Figure 2.12
MoU Analysis of TL Fleet in 2019.

i. Flag Analysis of Inspected/Detained Ships

These graphs [Figure 2.13, and 2.14] were created from the information of flag statistics of the TL fleet. According to graphs, the highest detention ratio of flags respectively are Panama, Turkey, and Moldova. The inspection rate of Turkish flag ships has a peak point with 321 inspections. Although Tuvalu, Cook Islands, The Republic of Palau, Niue, and Union of Comoros flags have inspections, there is no detention for these flags.

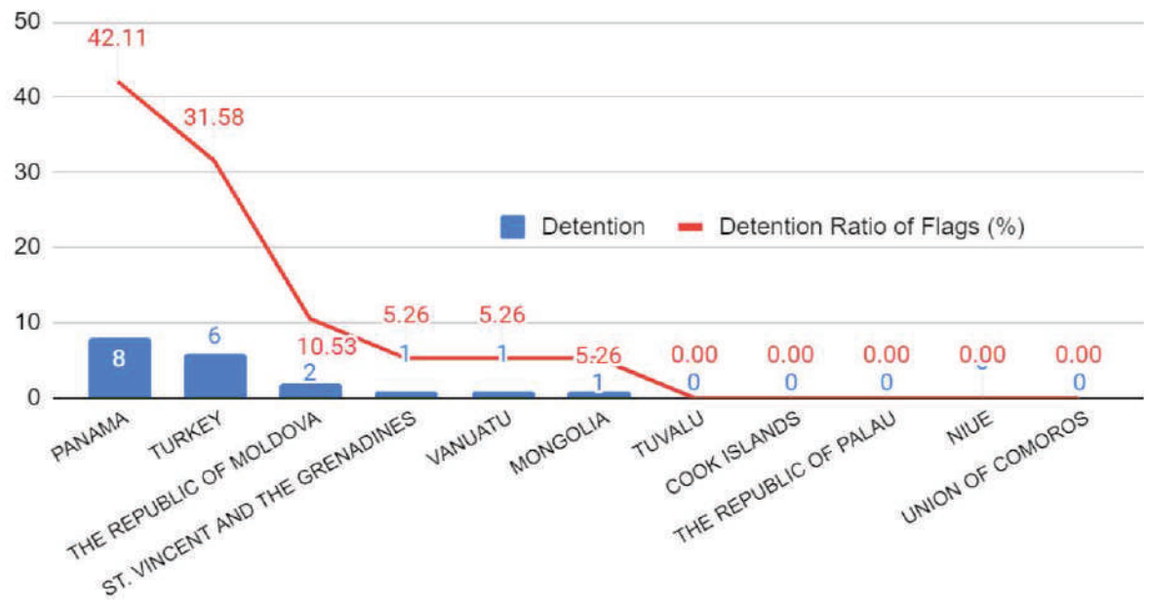


Figure 2.13
Flag Statistics with Detention Ratio in 2019

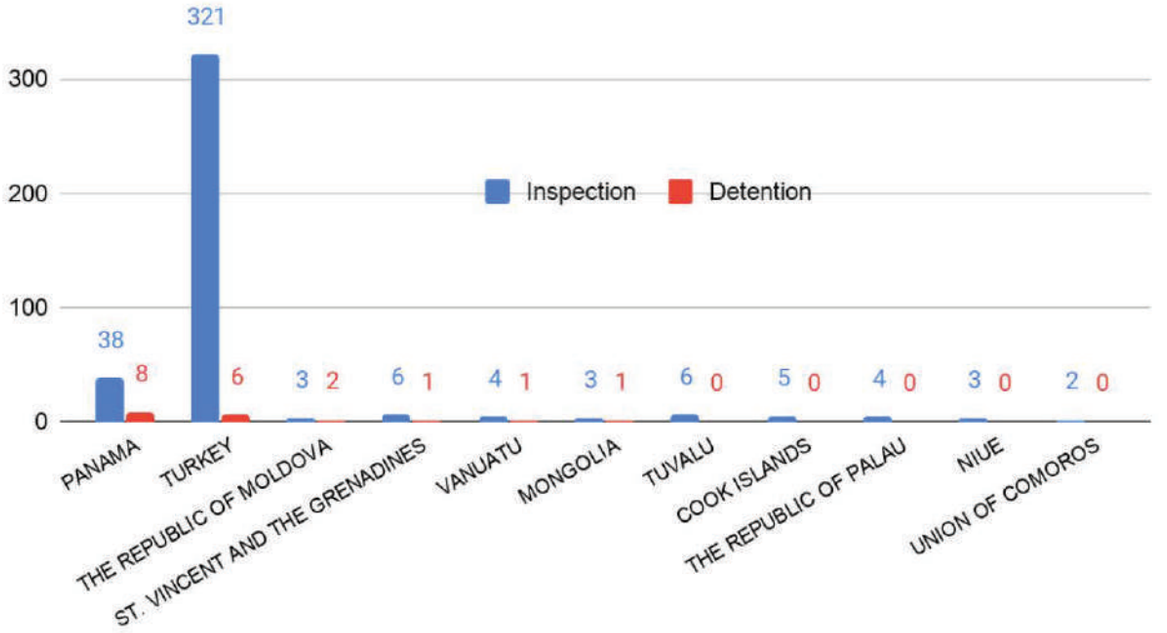


Figure 2.14
Flag Statistics with the Number of Inspections and Detentions in 2019

3. Most Common Deficiencies

a. Safety of Navigation

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Lights, shapes, sound-signals	32	0
Nautical publications	22	1
Magnetic compass	22	0
Charts	21	3
Voyage or passage plan	16	4
Echo sounder	10	1
Navigation records	9	0
Compass correction log	8	0
Gyro compass	7	1
Signalling lamp	6	0

Other most common detainable deficiencies are respectively Voyage data recorder (VDR)/Simplified Voyage data recorder(S-VDR), Pilot ladders and hoist/pilot transfer arrangements, Radar, Electronic charts (ECDIS).

Preventive Action

During Port State Control (PSC) bridge inspection, operational and navigational equipment, charts and electronic charts (ECDIS), voyage/passage plan, GMDSS equipment, nautical publications are generally inspected by PSC Officers.

Charts (including electronic) and publications shall be kept updated on board and adequate for the voyage region. Weekly published notifications shall be corrected on the charts. GMDSS equipment shall be kept ready for the test and responsible officers shall be known how to use it. Compass correction log book (deviation) shall be recorded and kept updated by the responsible officer and magnetic compass shall be readable and not include any air bubbles in it. Lights, shapes and sound-signals shall be found as per COLREG (The International Regulations for Preventing Collisions at Sea). Non-flammable lights shall not be found and tested regularly. Lights shall be found with no corrosion and broken cover. AIS, Radar, Navtex, Inmarsat-C, VHF, Echo Sounder etc. shall be found working and connected with relevant equipment (For instance, AIS, Radar, GMDSS, Navtex etc. shall be connected with ECDIS.). VDR shall be found working, test records shall be found on board. Pilot ladder shall be found in good condition (no deformation) with type approved and annual and 5 yearly test certificates.

b. Labour Conditions

Most Common Deficiencies

Deficiency Items	Deficiency	Detainable Deficiency
Lighting (Working spaces)	25	0
Ropes and wires	20	0
Electrical	12	0
Access/Structural features (ship)	12	0
Cleanliness of engine room	11	3
Sanitary facilities	10	1
Other	10	0
Wages	9	5
Protection machines/parts	6	0
Calculation and payment	5	2

Other most common detainable deficiencies are respectively other (health and safety protection and accident prevention), galley/handling room (maintenance), sleeping room and additional spaces, hospital accommodation (sickbay), cold room cleanliness and temperature, record of inspection (Food and catering), access to on shore medical doctor or dentist.

Preventive Action

Lighting (working spaces) shall be sufficient, operative and non-damaged conditions. Wire and rope deficiencies related to diameter reduction measurement, degree of abrasion, corrosion, damage and deformation, damage location and overall wire condition assessment. Electrical related deficiencies' common point is unsafe conditions and electrical failure is not desired for safe voyage and living. Access equipment shall be controlled and found adequate for using (no damage or missing rope, parts etc.). Clean E/R is effective to prevent accidents or fire risk on board. Places in the engine room must be clean and not slippery. Exhaust insulation must be suitable. Main and auxiliary machines must have full housings of the moving parts, control of the quantities contained in the bilge/sludge/sewage tanks, the closed water outlet in the closed position, the valves in operation and the fuel/oil leak pans always kept clean. Sanitary facilities can be written in the inspection reports in the labor conditions area. Toilet, bathroom or laundry room etc. is required to be healthy and adequate cleaning working areas. Floors should be kept in good condition without broken parts or tiles. According to MLC 2006, the salary of the seafarer must be paid regularly and fully on time according to agreement and rules. In addition, they should be kept in record and payroll should be delivered to seafarers.

c. Certificate & Documentation

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Oil record book	17	0
SOPEP	12	0
Signs, indications	9	0
Seafarer employment agreement (SEA)	9	3
Garbage record book	9	0
Records of seafarers' daily hours of work or rest	8	0
Records of rest	8	0
Continuous synopsis record	8	0
Log-books/compulsory entries	7	0
Material Safety Data Sheets(MSDS)	6	0

Other most common detainable deficiencies are respectively certificates for master and officers, record of employment, other (certificates), civil liability for bunker oil pollution damage certificate.

Preventive Action

Deck and Engine Log Books, GMDSS Record Book, Captain's Night Orders, Visitor Log Book, Garbage Management Manual and Garbage Record Book, Oil Record Book, Cargo Record Book (for chemical tankers), ODS Log Book, Ballast Log Book, SMPEP, SOPEP, P&A Manual, CSR, Cargo Securing Manual, Emergency Towing Booklet, Medical Log Book, STS Manual, Fire Training Manual, Life Saving Appliances Training Manual, Low Sulfur Record Book and Trim and Stability Booklet, CSA Manual (for container ship) are the most important handbooks and registers that should be on the ships; the presence of the ship, whether or not the necessary revisions are made, and the duties are known by the personnel on board. Check the end dates of certificates and identify missing or inconsistent certificates. Therefore, if there is any discrepancy between the information on the documents, or if the document does not match the situation on the ship, the port authority should be notified before the arrival to the port. Otherwise, the ship is likely to be detained even if the new document is on board. Records of seafarers' daily hours of work or rest have a standard according to the International Labor Organization. Not updated and resting at the wrong time for seafarers is the most common sub-area under this deficiency. Working hours should be recorded. Original certificates (except ISM DOC) shall be found on board with a valid date.

d. Life Saving Appliances

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Lifebuoys incl. provision and disposition	26	0
Lifeboats	21	4
Rescue boats	16	2
Lifejackets incl. provision and disposition	13	1
Stowage and provision of liferafts	9	0
Lifeboat inventory	8	0
On board training and instructions	7	0
Rescue boat inventory	6	0
Immersion suits	5	0
Stowage of rescue boats	4	0

Other most common detainable deficiencies are respectively buoyant apparatus, launching arrangements for rescue boats, operation of life saving appliances.

Preventive Action

Lifebuoys should include the ship's name and placed correctly on board and should be acceptable for LSA code. Retro-reflective materials on the lifebuoys shall be in visually good condition. Lifebuoy has self-lighting lights that should be tested and found in satisfactory condition. Half of the lifebuoys have a self-lighting system and at least 2 lifebuoys shall include a smoke signals system. Self-lights and smoke signals expiry date should be checked. Lifeboat, liferaft, rescue boat and lifebuoy equipment shall be in accordance with LSA Code. Lifeboat engine, batteries, charging arrangements, bilge pumps, gearbox rudder, tiller, steering arrangements, davits, protection cover of engine and shaft etc. shall be found adequate. Each seating position shall be marked, and retroreflective material and oars should be found visually in good condition. Capacity, ship name, number of lifeboat and registry port shall be marked. If the ship has freefall lifeboats release and recovery arrangements, closing appliances and seat equipment (seat belt etc.) shall be in good working condition. Launching appliances of rescue boats, lifeboats and liferafts should be found in good working condition, release hook should be tested including on load and off load and found satisfactory. Position and hydrostatic release unit of the liferaft should be checked and found satisfactory. Ships name, number of persons, producer company’s name, last service date shall be marked. Lifeboat, rescue boat or liferaft stowage shall have a valid expiry date. Manuals shall be prepared and should always be on board. Immersion suits shall be of approved type and provided in sizes appropriate for each person on board. Additional suits to be provided at work and watch-keeping stations.

e. Fire Safety

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Fixed fire extinguishing installation	20	1
Fire doors/openings in fire-resisting divisions	16	2
Fire detection and alarm system	15	4
Fire fighting equipment and appliances	14	0
Ventilation	9	1
Fire-dampers	9	1
Fire pumps and its pipes	8	0
Fire control plan	7	0
Remote Means of control machinery spaces	6	0

Other most common detainable deficiencies are respectively jacketed high pressure lines, ready availability of fire fighting equipment, means of escape, evaluation of crew performance (fire drills).

Preventive Action

Fire doors are also a critical part of the fire safety system and the ones which do not have a self-closing mechanism must be kept closed. In the event of a fire on board, an open fire door may let the flames pass to the other compartments. Maintenance of the fire fighting equipment should be tested and kept ready to be used at any time and anywhere according to the fire control and safety plan. Fire hoses with missing holes and nozzles, fire boxes with a broken handle or hinges, non-useable breathing apparatus or empty fire tubes, incomplete heat resistant clothing, negligible or empty fire extinguishers may cause the ship to be detained. Fire dampers that do not operate and shut down as required threaten the safety of ships and seafarers. This deficiency is generally reported if the fire dampers are not working properly and/or are not fully closed. Fire pumps and its pipes are necessary to extinguish the fire. Leakage in the fire circuit and failure of the pump to absorb enough is one of the most common defects. Fixed fire extinguishing installation tubes' expiration date should be acceptable. Fixed fire extinguishing system is controlled remotely from outside and the person in charge should be familiar with how to use the system and all drills should be carried out with success. Fire detection and alarm systems are installed in cargo areas, accommodation, deck areas and machinery spaces to notify any fire or smoke and shall be found in working condition. Fire control plans shall be within the operating language of the vessel, each language can be available, consistent with the requirements of the shore-side firefighting personnel.

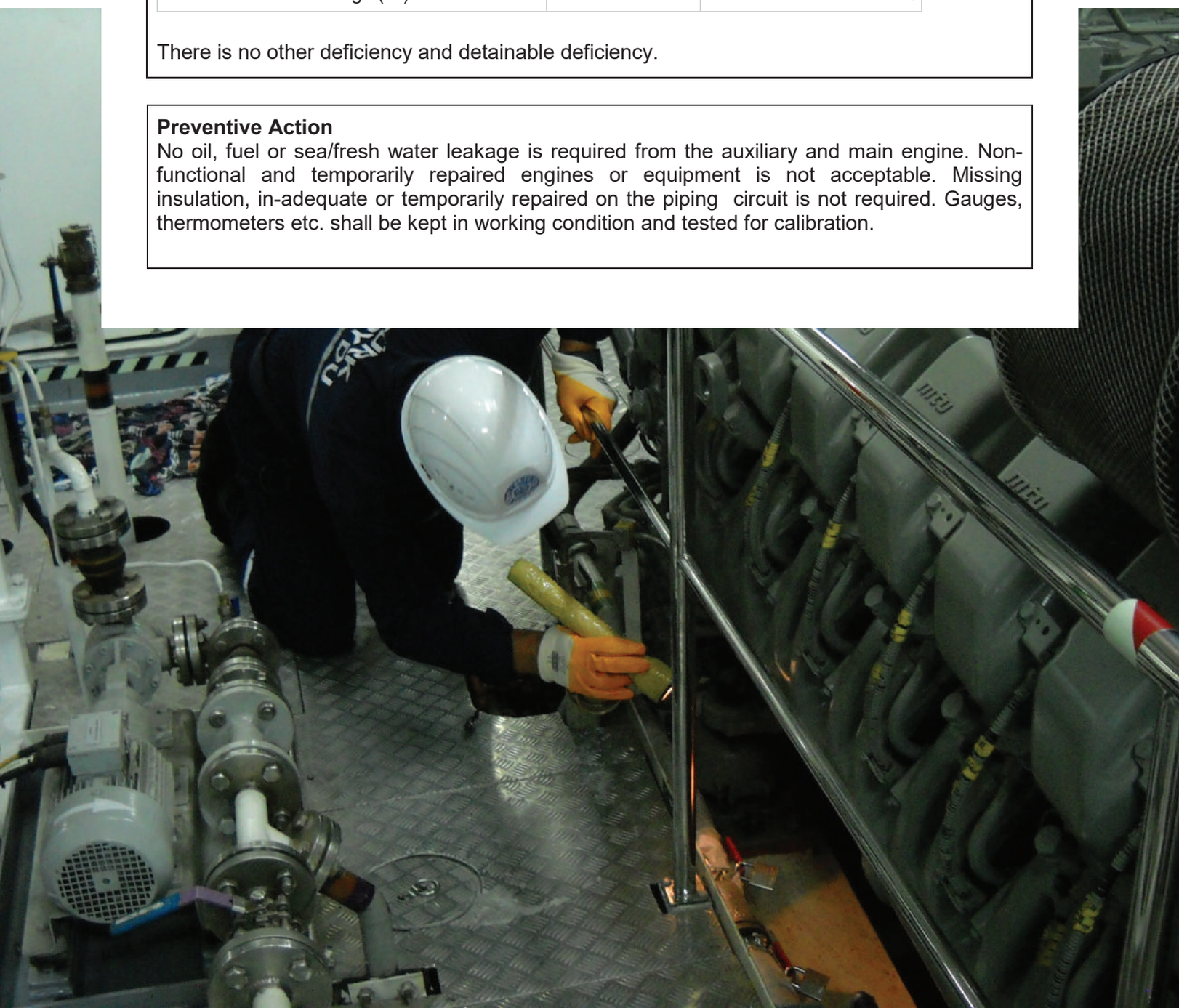
f. Propulsion and Auxiliary Machinery

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Auxiliary engine	22	2
Propulsion main engine	18	3
Other (machinery)	12	1
Operation of machinery	8	0
Gauges,thermometers, etc.	7	1
Insulation wetted through (oil)	1	0

There is no other deficiency and detainable deficiency.

Preventive Action
No oil, fuel or sea/fresh water leakage is required from the auxiliary and main engine. Non-functional and temporarily repaired engines or equipment is not acceptable. Missing insulation, in-adequate or temporarily repaired on the piping circuit is not required. Gauges, thermometers etc. shall be kept in working condition and tested for calibration.



g. Emergency Systems

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Emergency, lighting,batteries and switches	24	0
Muster list	7	0
Emergency source of power	7	2
Abandon ship drills	6	2
Public address system	4	0
Fire drills	3	2
Emergency towing arrangements and procedures	3	0
Emergency fire pump and its pipes	2	1
Emergency steering position com./ compass reading	2	0

There is no other detainable deficiency.

Preventive Action

Emergency lighting should be found in good working condition and marked with a symbol or dot (machinery space, accommodation entry space, muster stations etc.). No burned bulb or insufficient lighting is required. Electric wiring, supports bulbs and bulbs coverage shall be appropriate for using. In case of fire in the E/R, ventilation, supply pump*, transfer pump*, purifier*, boiler burner etc. shall have remote emergency stops. Language of muster list should be in the working language of the crew. On the list, shall be shown the duties of all crew members. For each person, onboard emergency instructions shall be listed. If emergency sources of power is emergency generator, automatic start** within 45 seconds is required. Emergency fire pumps should be tested under pressure and no leakage is required on pipes. Marking clearly of the fire line and valves (isolating valve etc.) are important. Hydrants should be found in good working condition, corrosion on the handwheels etc. is not required. Crew shall be familiar with equipment during fire drill on board. Drills shall be recorded in relevant logbooks.

*keel laid on or after 01.07.2002
**keel laid on or after 01.07.1984, before the date is not required automatic stop. It can be started manually.

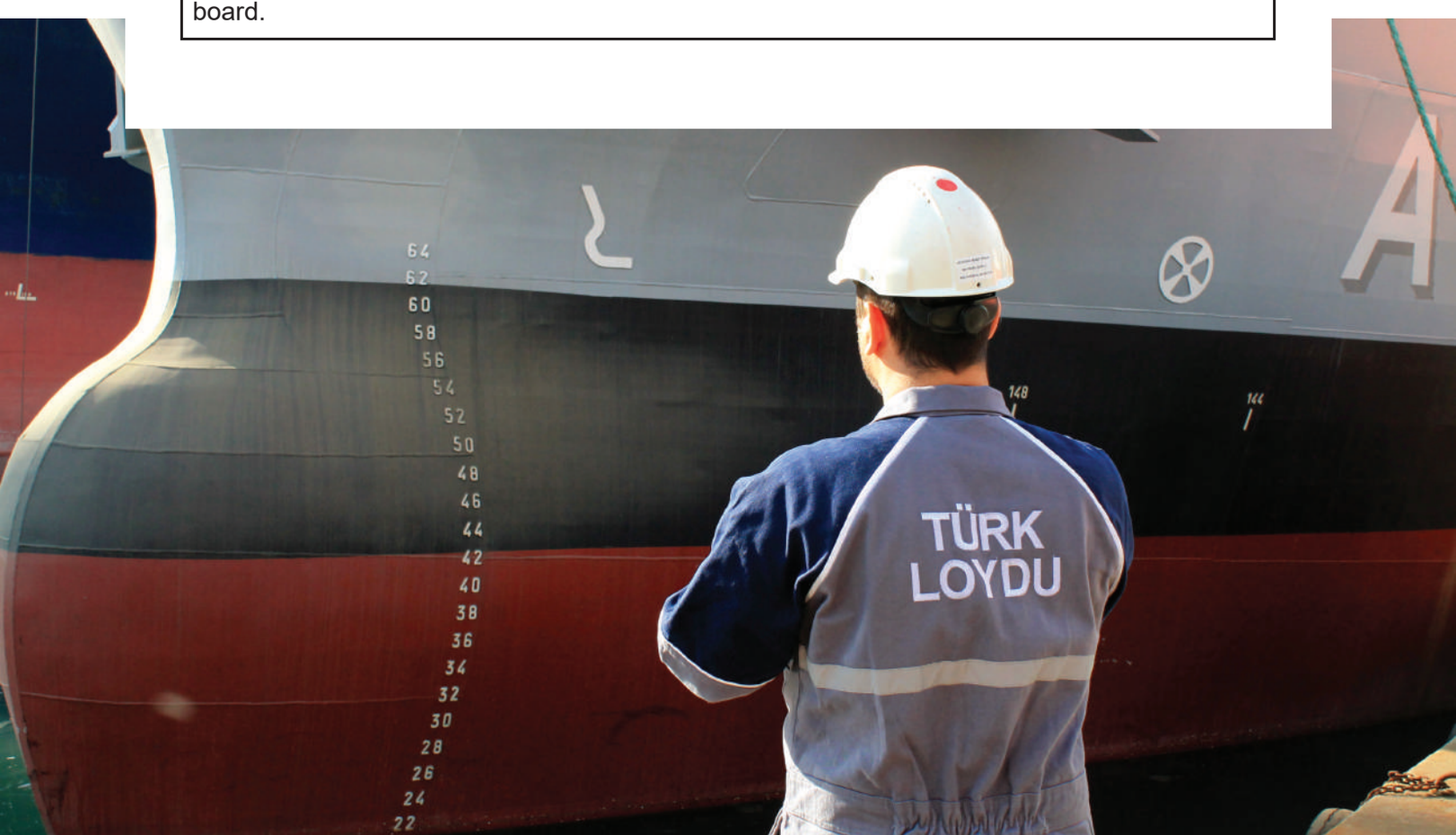
h. ISM and ISPS

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
ISM	43	5
Documentation-ISM	1	0
Access control to ship	7	0
Security related defects	1	0
Other (maritime security)	1	0

There is no other deficiency and detainable deficiency.

Preventive Action
Valid ISM SMC or interim SMC and copy of SMC DOC or interim DOC shall be found on board. The main purpose of ISM Code is to establish international safety standards in ship management and to protect the environment from shipboard marine pollution. In addition, the definition, functions and implementation of ISM documents such as safety management system manual, planned maintenance handbook, ship operation and emergency procedure are requirements of this code. It is necessary for ISPS to record ISPS drills. Individuals who come and leave on board the ship shall be fully registered. The plan for ship security shall be updated and approved. Planned training of the SSAS (Ship Security Alarm System) shall be carried out and recorded. Information such as ship safety officer, continuous synopsis record (CSR), list of the last 10 ports to which the ship was subjected must be updated and found on board.



i. Pollution Prevention

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Garbage management plan	5	0
Garbage	5	0
Pumping, piping and discharge arrangements	4	0
Oil filtering equipment	4	0
Sewage treatment plant	3	0
Placards	3	0
Ballast Water Record Book	3	0
15 PPM Alarm arrangements	3	1
Sulphur oxides	2	0

There is no other detainable deficiency.

Preventive Action

The garbage management plan* shall identify the person in charge and be written in the crew's working language. Garbage management plan shall include written procedures for minimizing, collecting, storing, processing and disposing of garbage, including the use of the equipment on board. Oil filtering equipment maintenance plan shall be found on board. Leakage and corrosion for the piping line (especially discharge line) are not required and temporarily repaired shall not be accepted. Placards** shall be found on board and tear, faded or missing placards are not required. Sewage treatment plant*** and a sewage pump shall be found in order.

*All ships of 100 gross tonnage and above, each ship certified to carry 15 or more persons and each fixed or floating platform shall carry on board a garbage management plan (Regulation 10.2).
**Regulation 10.1 also requires that every 12-meter-long ship and every fixed or floating platform display placards notifying passengers and crew of the Annex's disposal requirements.
***Regulation 11.1.1 of the revised Annex IV of MARPOL 73/78 requires that untreated sewage, which may be discharged from the nearest land at more than 12 nautical miles, should not be discharged instantly but at a moderate discharge rate when the vessel is in route and at speeds not less than 4 knots, whereas the Administration should approve the rate in accordance with upon standards configured by Organization.

j. Structural Conditions

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Steering gear	6	1
Decks - corrosion	5	0
Ballast, fuel and other tanks	5	1
Beams, frames, floors-corrosion	3	0
Stability/strength/loading information and instruments	2	0
Hull - corrosion	2	0
Electrical installations in general	2	0
Damage control plan	2	0
Water level detectors on single hold cargo ships	1	0

There is no other detainable deficiency.

Preventive Action

Main and emergency steering gear shall be tested and found satisfactory. Emergency steering procedures should be known by crew. Hydraulic leakage is not required. Rudder angle indicators should be the same as the bridge. Communication should be available between the steering gear room to bridge. For decks-corrosion, no damage, corrosion, cracks, buckling and defects are required. Insulation of cable conduit shall be found free from corroded, broken fittings, bare ends. Shell plating, topside tanks or tank top plating shall be free from crack, buckling, defect and corrosion. Openings to the cargo area, doors (watertight or weathertight) or scuttles shall be closed properly.

k. Working and Living Conditions

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Cleanliness of engine room	16	0
Gangway, accommodation-ladder	15	0
Medical Equipment	6	0
Machinery	6	0
Lighting (Working spaces)	5	0
Ventilation (Working spaces)	4	0
Ropes and wires	4	0
Other (accident prevention)	4	0
Winches & capstans	3	0

There is no other detainable deficiency.

Preventive Action

Clean E/R is effective to prevent accidents or fire risk on board. Places in the engine room must be clean and not slippery. Bilge water is not required and bilge alarms shall be found in order. Gangway, accommodation ladder test and type approval certificate shall be found on board. No crack, damage or missing parts are required. Ships shall carry a medicine test and medical equipment* that is in line with the requirements in the current edition of the WHO 'International Medical Guide for Ships', and bearing in mind the number of persons on board and the nature and duration of the voyage.

* Every ships have aboard the current edition of the WHO publication 'International Medical Guide for Ships' and for those ships carrying dangerous cargoes, in addition shall carry the 'Medical First Aid Guide' and special equipment on board according to the International Maritime Dangerous Goods (IMDG) Code for use in accidents involving dangerous cargoes.

I. Water / Weathertight Conditions

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Ventilators, air pipes, casings	12	0
Covers (hatchway-, portable-, tarpaulins, etc.)	11	0
Railing, gangway, walkway and means for safe passage	10	0
Freeboard marks	8	0
Doors	4	0
Cargo & other hatchways	3	0
Scuppers, inlets and discharges	2	0
Machinery space openings	2	0
Bulwarks and freeing ports	2	0

There is no other detainable deficiency.

Preventive Action

Corrosion, holes, cracks etc. shall be checked for the nearly common deficiency which is ventilators, air pipes and casing and found acceptable.Damaged or stuck closing devices of air pipes are not required. Open-close settings should be marked. Load Line Certificate should be identical with the load line marks. These marks should be marked in the correct manner and visually acceptable condition. For railing, gangway, walkway is another frequently, corrosion and holes are not required. Cracked passage constructions may cause failure and should be found in good condition. Windows, side scuttles and deadlights are rarely encountered deficiency but shall be controlled to ensure in good condition. Covers should be found free from deformed, corrosion and wasted condition. Missing or deteriorated gaskets, wasted cover cleats, deformed rubber for water/weather tightness is not required.

m. Radio Communication

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Radio log (diary)	8	0
Facilities for reception of marine safety information.	5	0
MF/HF Radio installation	4	0
Reserve source of energy	3	0
INMARSAT ship earth station	3	0
Other (radiocommunication)	2	0
Operation of GMDSS equipment	2	0
VHF radio installation	1	0
Satellite EPIRB 406MHz/1.6GHz	1	0

There is no other detainable deficiency.

Preventive Action
Radio log books shall be found onboard and ship particulars, records or routine tests shall be filled properly. If the ship is on the voyage in any area of INMARSAT coverage where there is no international NAVTEX service, the INMARSAT enhanced group calling system will provide a radio facility for receiving maritime safety information. The GMDSS equipment must be available for testing and the tests shall be carried out by the responsible radio or GOC officer. Navigational warnings should be processed in the relevant locations from devices such as Navtex, Inm-C, VHF. The VDR is in operational condition and records of testing need to be available. Gyro/Miyar compass and repeater control and error correction, deviation table shall be updated. EPIRB hydrostatic release unit shall be worked properly and manual release shall be fitted and marked. Navigational and bridge equipment test reports shall be ready on board.

n. Alarms

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Machinery controls alarm	3	0
Other (alarms)	3	0
Fire alarm	2	0
Engineers' alarm	1	0
Boiler alarm	1	0

There is no other deficiency or detainable deficiency.

Corrective and Preventive Action

Not in order is mostly the nature of defects encountered for machinery control alarms. Thus, machineries including their own alarm systems shall be tested and found in order. Fire detectors shall be found working properly in accordance with their types smoke or heat. For a fire alarm no less than 10 seconds, the fire signal on a ship shall be a continuous whistle or electrical bell blast. However, the fire signal is continuously ringing on board. The general emergency signal is a signal used on board ships in times of emergency. The signal is composed of seven or more short blasts followed by one long blast on the ship's whistle and internal alarm system.

o. Cargo Operations Including Equipment

Most Common Deficiencies

Deficiency Items	Deficiencies	Detainable Deficiencies
Cargo Securing Manual	6	0
Other (cargo)	2	0
Lashing material	1	0

There is no other deficiency or detainable deficiency.

Corrective and Preventive Action

Cargo Securing Manual shall be found on board with latest revision and prepared special in accordance with the ship. Before the voyage, lashing equipment (changeable according to ship type) shall be found in order and controlled by the responsible officer in accordance with manual.

During cargo operation,

- provide for safe practices in cargo operations and a safe working environment,
- establish safeguards against all identified risks,
- continually improve the skills of personnel ashore and afloat including preparing for emergencies related to both safety & environmental protection,
- comply with all regulations, flag state and international law as well as industry codes, guidelines and best practice,
- ensure complete care of cargo from loading through to discharge,
- keep all personnel appraised of known or potential hazards relating to the cargo that may affect persons, the ship or the environment,
- ensure relevant personnel are suitably trained in relation to the cargo being handled and the cargo equipment used.

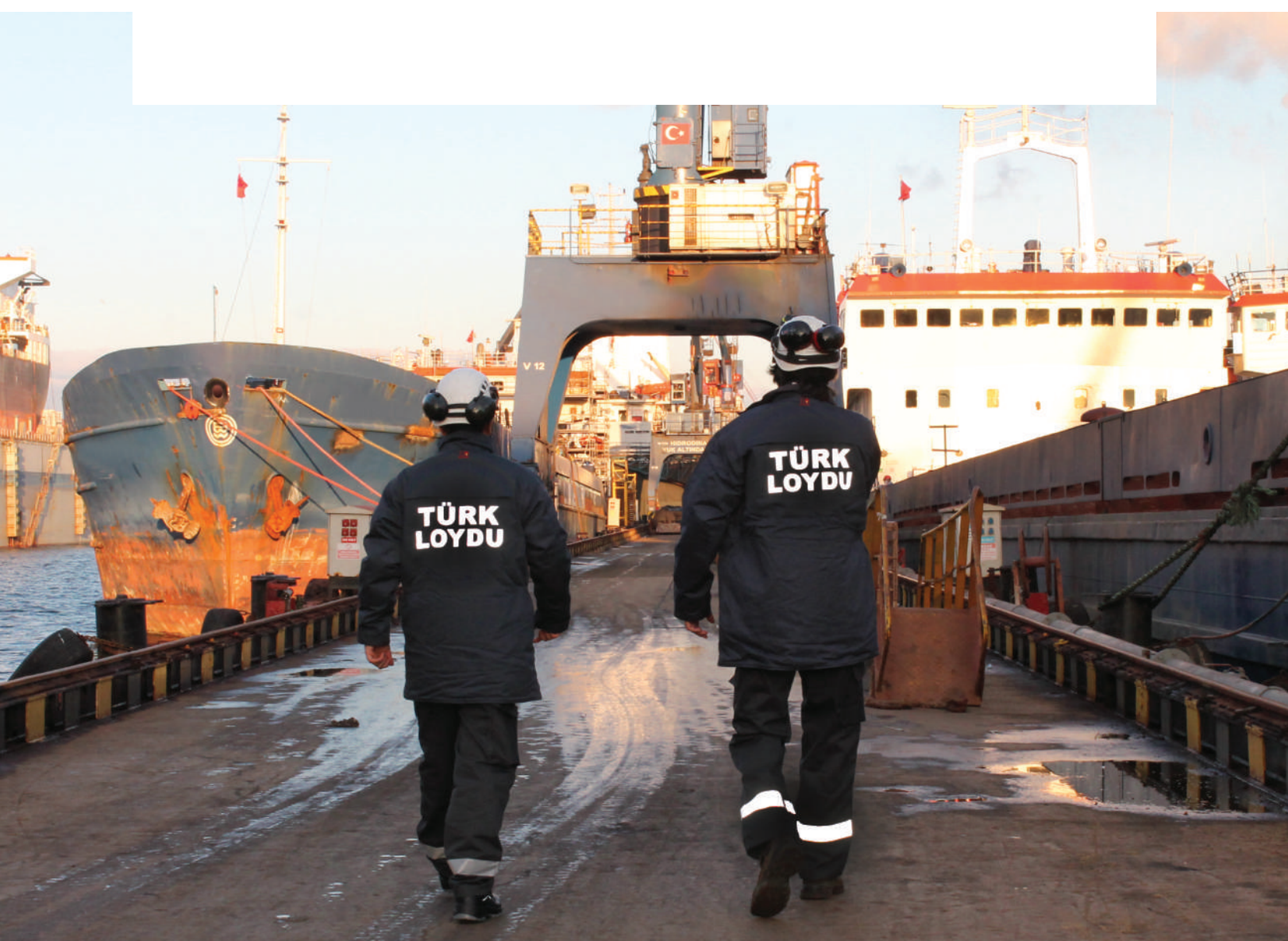
p. Dangerous Goods

Most Common Deficiencies

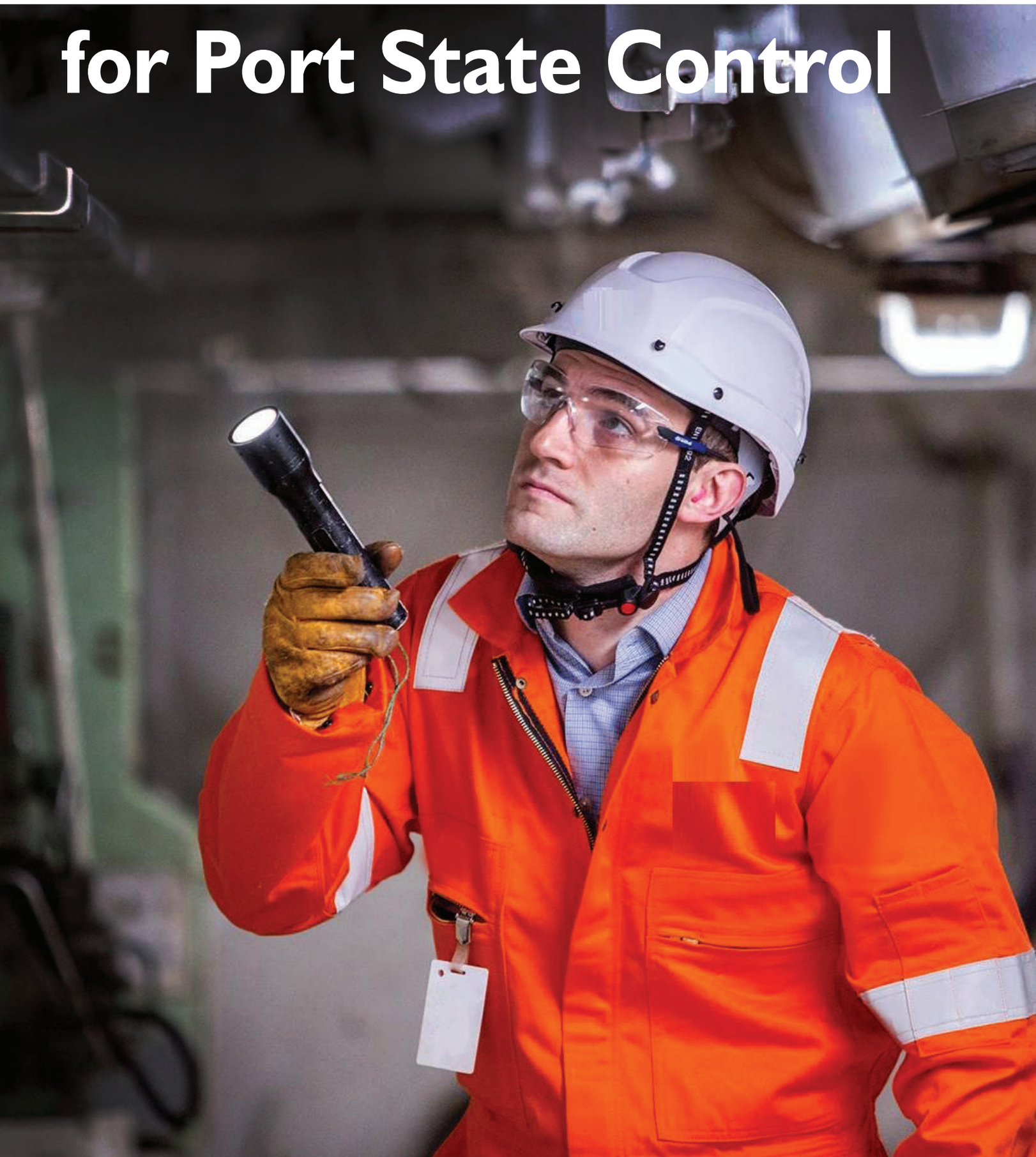
Deficiency Items	Deficiencies	Detainable Deficiencies
Personal protection	1	0

There is no other deficiency or detainable deficiency.

Corrective and Preventive Action
Crew engaged on a ship and directly involved in dangerous cargo carried on the ship shall undergo a course of dangerous goods based on STCW requirements and prepared in accordance with IMO guidance. Personal protection equipment shall be adequate for Dangerous Goods Code.



4. General Information for Port State Control



a. Ship Risk Profile in Paris MoU

Paris MoU Port State Control frequency is determined by ship risk calculator [Table 4.1] (https://www.parismou.org/inspections-risk/-ship-risk-calculator). High Risk Ships (HRS) are ships which meet criteria to a total value of 5 or more weighting points. Low Risk Ships (LRS) are ships which meet all the criteria of the Low Risk Parameters and have had at least one inspection in the previous 36 months. Standard Risk Ships (SRS) are ships which are neither HRS nor LRSA ship's risk profile is recalculated daily taking into account changes in the more dynamic parameters such as age, the 36 month history and company performance. Recalculation also occurs after every inspection and when the applicable performance tables for flag and R.O.s are changed.

Table 4.1 *Paris MoU Ship Risk Profile.*

				Profile			
				High Risk Ship (HRS)		Standard Risk Ship (SRS)	Low Risk Ship (LRS)
Generic Parameters				Criteria	Weighting points	Criteria	Criteria
1	Type of ship			Chemical tankship Gas Carrier Oil tankship Bulk carrier Passenger ship	2	neither a high risk nor a low risk ship	All types
2	Age of ship[1]			all types > 12 y	1		All ages
3a	Flag	BGW-list[2]		Black - VHR, HR, M to HR	2		White
				Black – MR	1		
3b		IMO-Audit[3]		-	-		Yes
4a	Recognized Organization	Performance[4]	H	-	-		High
			M	-	-		-
			L	Low	1		-
			VL	Very Low			-
4b		Organizations recognized by one or more Paris MoU Member States		-	-		Yes
5	Company	Performance[5]	H	-	-		High
			M	-	-		-
			L	Low	2		-
			VL	Very Low			-
Historic Parameters							
6	Number of def. recorded in each insp. within previous 36 months	Deficiencies		Not eligible	-		≤ 5 (and at least one inspection carried out in previous 36 months)
7	Number of Detention within previous 36 months	Detentions		≥ 2 detentions	1		No Detention

1- According to point 9 of Annexes to Memorandum of Paris MoU, Annex 7

2- According to formula in the Paris MoU Annual Report

3- According to point 11 of Annexes to Memorandum of Paris MoU, Annex 7

4- According to formula in the Paris MoU Annual Report

5- According to point 15 of Annexes to Memorandum of Paris MoU, Annex 7

Company risk profile can be calculated by Paris MoU company performance calculator (https://www.parismou.org/inspections-risk/-company-performance-calculator). Then, company performance can be easily selected in accordance with the company performance matrix [Table 4.2].

Table 4.2
Company Performance Matrix.

Detention Index	Deficiency Index	Company Performance
above average	above average	very low
above average	average	low
above average	below average	
average	above average	
below average	above average	
average	average	medium
average	below average	
below average	average	
below average	below average	high

b. Factors that Increase Port State Control

These items can affect the frequency of Port State Controls.

- Ship is reported by Pilot or Port State Administration,
- If the ship carry dangerous goods and did not give necessary report for traffic operators,
- If lack of operation, not as required working and living conditions, marine pollution risk etc. are reported,
- If the ship has a casualty while arriving the port,
- If the ship's class certificate is suspended or withdrawn,
- If the ship has no Port State Control inspection more than 6 months,
- If the ship's certificates have been issued by an organization that is not recognized by the countries in MoU,
- If the Flag published on black list in MoU annual report,
- If the ship was detained and deficiency code is "at the next port",
- If the ship was detained and deficiency code is "within 14 days",
- If the last Port State Control was found lots of deficiency,
- If the ship was detained at the last port,
- If the ship carrying the flag of a country that is not a party to one of the instruments used,
- If the classification society's deficiency rate high,
- If the ship's age is over 13 years.

c. MoUs Websites

For more information about Port State Control, these MoUs links can help you.

Paris MoU: www.parismou.org
Mediterranean MoU: www.medmou.org
Black Sea MoU: www.bsmou.org
Tokyo MoU: www.tokyo-mou.org
Abuja MoU: www.abujamou.org
USCG: www.uscg.mil
Indian Ocean MoU: www.iomou.org
Riyadh MoU: www.riyadhmou.org
Acuerdo de Viña del Mar: www.acuerdolatino.int.ar
Caribbean MoU: www.caribbeanmou.org

5. Latest News for Port State Control

a. Coronavirus (Covid-19) Effect on Marine Sector

Many governments have now introduced national and local restrictions including:

- Delayed port clearance,
- Prevention of crew or passengers from embarking or disembarking (preventing shore leave and crew changes),
- Prevention of discharging or loading cargo or stores, or taking on fuel, water, food and supplies, and
- Imposition of quarantine or refusal of port entry to ships (in extreme cases).

It is very important for port States to accept all ships (both cargo and passenger), for docking and to disembark suspected cases on board, as it is difficult to treat suspect cases on board and it could endanger others. If any infection or contamination is found on board visiting ships, port States may take additional measures to prevent spread of the infection or contamination.
Together with flag States, companies and Masters should cooperate with port State authorities to ensure, where appropriate, that:

- seafarers can be changed,
- passengers can embark and disembark,
- shore leave can continue if safe to do so,
- cargo operations can occur,
- ships can enter and depart shipyards for repair and survey,
- stores and supplies can be loaded, and
- necessary certificates and documentation can be issued.

Paris MoU published a temporary guidance for COVID-19. Guidance for the Port State Control Authorities has been drafted regarding: (https://www.parismou.org/paris-mou-guidance-regarding-impact-covid-19)

- impact of delays for surveys, inspections and audits,
- extensions of validity of the ship's certificates,
- extended periods of service on board,
- delaying periods for personnel certification (STCW'95 and MLC,2006).

b. Concentrated Inspection Campaign (CIC)

Concentrated Inspection Campaign (CIC) are organized on a regular basis each year by the Port State Control Memorandum of Understandings (MoUs). In 2019, a Concentrated Inspection Campaign on "Emergency Systems and Procedures" was carried out between 1st September 2019 and 30th November 2019 in both the Paris MoU and Tokyo MoU. In 2021, Concentrated Inspection Campaign on "Stability (in general)" will be conducted by Paris and Tokyo MoUs.

The COVID-19 crisis has had a considerable effect on the maritime industry, with limited resources to do necessary surveys and inspection, postponement of the renewal of certificates and difficulties for crewmembers to board ships or take leave. Every year the Paris and the Tokyo MoUs jointly conduct a CIC on a specific aspect on the safety of shipping. In 2020 the CIC would have focused on Stability (in general). A CIC is held from 1 September to 30 November.

In response to the situation with regard to COVID-19, the members States of the Paris MoU, in co-operation with the Tokyo MoU, have decided to postpone the CIC for 2020.

Therefore the schedule for CICs for the coming years will be:

2020 NO CIC,
2021 CIC on Stability (in general),
2022 CIC on STCW,
2023 CIC on Fire Safety.

c. 2020 Sulphur Cap

Sulphur contents of fuel oil used by ships should not exceed %0.5 m/m or ships shall use an exhaust gas cleaning system to comply with this new emission limit. The requirement of maximum sulphur content of 0,50% m/m for marine fuel oil entered into force* on 1 January 2020, which is known as the global 2020 sulphur cap. This requirement is in addition to the 0.10% m/m sulphur limit in the North American, US Caribbean, North Sea and Baltic Sulphur Emission Control Areas (SECAs). Ships that have exhaust gas cleaning systems installed can be allowed to continue using high-sulphur fuel oil (HSFO). A significant amendment to the regulation is the agreement on a carriage ban for HSFO as of 1 March 2020, except for ships equipped with scrubbers. While it will still be permitted to carry HSFO as a cargo, it will not be permitted to have HSFO in fuel tanks unless scrubbers are being used. This is intended to enable Port State Control to detain ships carrying non-compliant fuel without having to determine if it has been used or not, and is expected to significantly discourage non-compliance when in international waters. Certain ports have banned the use of open-loop scrubbers within their areas.

d. Inventory of Hazardous Material

It is mandatory for all ships larger than 500 gross tonnage to keep an Inventory of Hazardous Material*. The inventory replaces the Green Passport, adopted in the Hong Kong International Convention in 2009, and is a requirement by the EU Ship Recycling Regulation 2013. The objectives of the Inventory are to provide ship-specific information on the actual hazardous materials present on board, in order to protect health and safety and to prevent environmental pollution at ship recycling facilities. This information will be used by the ship recycling facilities in order to decide how to manage the types and amounts of materials identified in the Inventory of Hazardous Materials (regulation 9 of the Convention).
* The Hong Kong Convention, MEPC 269(68) Guidelines and EU Ship Recycling Regulation (SRR).

e. Port State Progression of Paris MoU

In the past three years 76 ships have been banned for multiple detentions, six ships were banned "failing to call at an indicated repair yard" and one ship for jumping detention. In the same period, 13 ships were banned for a second time (10 in the period 2016 to 2018).

Over a three-year period the flags of Comoros, the Republic of Moldova, the United Republic of Tanzania and Togo have recorded the highest number of bannings.

Looking at the Paris MoU "White, Grey and Black List" the overall situation regarding the quality of shipping seems to be stabilising. Although some flag States have moved between lists, the total amount of 41 flags on the "White List" is similar to that in 2018 (41). The Grey List contains 16 flags (18 in 2018); the Black List 13 flags (14 in 2018).

Recognized Organizations (ROs) are authorised by flag States to carry out statutory surveys on their behalf. For this reason, it is important to monitor their performance, which is why a performance list for ROs is presented in the Annual Report as well. Out of 526 detentions recorded in 2019, 80 (15%) were considered RO related (17% in 2018).

The number of inspections is stabilising. The detention percentage in 2019 (2.94%) shows a slight further decrease compared to 2018 (3.17%). In 2017 the percentage was 3.88. The level of detainable deficiencies has decreased as well from 3,250 in 2018 to 2,995 this year. Members with the largest number of inspections, namely Spain, Italy, the United Kingdom, Netherlands, Canada, the Russian Federation and Germany, jointly accounted for 51% of the total number of inspections this year. With 1,029 inspections and 124 detentions the ships flying a "Black-listed flag" had a detention rate of 12%, which is a little less than the 13.2% in 2018. For ships flying a "Grey-listed flag" the detention rate was 7%, which is higher than the 6.4% in 2018. Ships flying a "White-listed flag" had a detention rate of 2.2% which is slightly less than in 2018 (2.3%) and 2017 (2.5%).

The five most frequently recorded deficiencies in 2019 were "ISM" (4.47%, 1,781), "fire doors/openings in fire resisting divisions" (2.60%, 1037), "oil record book" (1.61%, 642), "nautical publications" (1.56%, 622) and "cleanliness of engine room" (1.37%, 544).

References

www.parismou.com
www.bsmou.org
www.medmou.org
www.tokyo-mou.org
www.abujamou.org
www.imo.org
www.ics-shipping.org
www.equasis.org

APPENDIX:

PORT STATE CONTROL PREPARATION CHECK LIST FOR MASTERS

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

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

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

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

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

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

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

	7	Ship-specific plan and procedure for recovery of persons from the water, taking into account MSC.1/Circ.1447.		
		Lifeboats, Rescue Boats and Launching Arrangements		
	8	Lifting hooks checked for condition		
	9	Boat structure visually checked for condition		
	10	Mechanical propulsion tested and operative		
	11	Portable exposure covers, supports and securing arrangements checked for condition		
	12	Number of persons approved to carry, name of the ship, number of lifeboat and port of registry clearly marked		
	13	Each seating position is clearly indicated		
	14	Totally enclosed lifeboat canopy and closing appliances checked for condition		
	15	The instructions for the hook release clearly posted in the working language for the crew.		
	16	Lifeboats fitted with retro-reflective material in good condition		
	17	All lifeboat equipment checked in accordance with LSA Code and found in accordance with the Record of Approved Cargo Ship Safety Equipment (Form E)		
	18	Lifeboat attachment brackets checked (thinned? or intact?)		
	19	Oars visually checked for condition		
	20	Position of drain valves clearly marked		
	21	Drain plugs fitted with chains one for each drain valve and 1 spare		
	22	Rudder, tiller and steering arrangements checked for condition		
	23	Bilge pumps tested and found satisfactory		
	24	Food rations all within expire date		
	25	Lifeboat pyrotechnics all within expire date and approved type		
	26	Free-fall lifeboats Release and Recovery Arrangements in good condition		
	27	Free-fall lifeboats Closing Appliances in good condition, loose gear stowed		
	28	Free-fall lifeboats seats, anchorages and seat belts in good condition		
	29	Lifeboat engine starts readily		
	30	Lifeboat engine any starting aids provided		
	31	Lifeboat engine gearbox engages forward and astern		
	32	Lifeboat engine exhaust system found free of fuel, cooling system free of leaks and hot surfaces properly insulated, fire retardent cover exist for engine and protection covers for moving parts of engine and shaft exists.		
	33	Lifeboat engine properly serviced		
	34	Portable fire extinguisher suitable for oil fires within service period		
	35	Propeller guard checked for condition		
	36	Batteries and charging arrangement checked and found satisfactory		
	37	Water resistant instructions for starting and operating the engine clearly posted and in working language of crew		
	38	Survival craft launching instructions using IMO symbols posted		
	39	Lighting at muster stations adequate and supplied by emergency power source		

	40	Embarkation ladders Annual survey of satisfactory condition of embarkation ladder 5-yearly survey of load test of embarkation ladder		
	41	Lifeboat davits in good working condition		
	42	All blocks greased and rotating freely		
	43	Limit switches on davits tested and found satisfactorily		
	44	Davit winches tested, brakes working satisfactory		
	45	Free-fall lifeboat ramp and recovery arrangements where fitted in good working order, all moving parts correctly lubricated		
	46	Lifeboat is lowered to the embarkation deck and launching appliances and their connections are checked for proper operation		
	47	Skates and fenders fitted on lifeboat's body in satisfactory condition.		
	48	Tricing gear fixed between davit and boat and bowsing tackle readily available		
		Liferafts		
	49	Liferafts serviced intervals not exceeding 12 months at an approved service station		
	50	Containers free of cracks, marked with ships name, maker's name, serial no, last service date, number of persons and launching instructions		
	51	Liferaft painter permanently attached through weak link to the ship		
	52	The positions of liferafts are correct.		
	53	Hydrostatic connections are checked and found appropriate.		
	54	Each liferaft lashing (other than the forward liferaft) fitted with a hydrostatic release unit (HRU)		
	55	If fitted with HRU, serviced at intervals not exceeding 12 months at a service station competent to service		
	56	Launching davits for davit launched liferafts, where fitted, in good working order with off-release hook of approved type		
		Rescue Boat		
	57	Rescue boat equipment checked in accordance with LSA Code and found complete as per Record of Approved Cargo Ship SAFEQ Form E)		
	58	Rescue boat properly marked and fitted with retro-reflective material		
	59	Rescue boat, if inflatable type, serviced in accordance with the manufacturer's instructions and kept fully inflated ready for use		
	60	Lifeboat engine starts readily		
	61	Propeller guard checked for condition		
	62	Rescue boat launching appliance in good working order, including on-load, off-load release hook of approved type		
		Personal Life Saving Equipment and Safety Equipment		
	63	Lifebuoys fitted with retro-reflective material, correctly stowed, ships name correctly marked		
	64	Lifebuoys with self-igniting lights (at least half of the total lifebuoys carried) lights working		
	65	Lifebuoys with self igniting lights and self activating smoke signals (at least 2 lifebuoys) capable of quick release from the navigating bridge, smoke signals within expire date, has sufficient weight to release signals and correctly placed for proper use		

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

IV		FIRE PROTECTION, DETECTION AND EXTINCTION		
	1	Fire control plans permanently displayed in good condition and up-to-date with amendments		
	2	Duplicate set of plans permanently stored outside the deckhouse with recent crew list		
	3	Instructions for all fire fighting equipment available in working lang.of crew		
	4	Main fire pump is tested with 2 hoses in connection		
	5	Emergency fire pump associated ship's side valves operating freely and fitted with spindles		
	6	Emergency fire pump starting system checked and instructions clearly displayed in working language of crew		
	7	Fire Main/Foam Line with expansion couplings checked for condition, inspected under pressure and found free from leaks		
	8	Isolating valves clearly marked and operational		
	9	Hydrants with handwheels in good condition		
	10	Fire hoses, nozzles, tools and fire boxes found in good condition with no leaks, all correctly stowed		
	11	Sand boxes full and scoop in place		
	12	International Shore Con. readily available and location clearly marked		
	13	Fixed fire extinguishing arrangements for machinery and cargo spaces control rooms clearly marked and readily accessible.		
	14	Gas release alarm operating satisfactory. Clear instructions for operation posted in working language of crew. (All CO2 systems shall to be provided with two separate releasing controls)		
	15	Servicing records for fixed systems available including date of last recharge/sample test of foam (2 yearly)		

	16	Portable and non-portable fire extinguishers fully charged, properly stowed and within service dates. Servicing/inspection records available (yearly)		
	17	Paint locker fire extinguishing system checked and found satisfactory		
	18	Galley exhaust grease traps clean and dampers operational		
	19	Remote stops for ventilation fans, galley exhaust, boiler fans, oil fuel pumps and other pumps that discharge flammable liquids, operational and clearly marked		
	20	Quick closing valves on the tanks for oil fuel, lubricating oil and other flammable liquids, operational and wires in good condition		
	21	Ventilation and funnel dampers, operational and clearly marked		
	22	Ventilation and funnel dampers easily accessible?		
	23	Fixed detection and alarm systems; all detectors operational		
	24	Inert Gas system generator, scrubber, valves, pipe work, blowers, control system, deck seal, oxygen analyzer, alarms and overboard discharge in good condition and operating satisfactory		
	25	Self-closing doors satisfactory and no holdback hooks fitted		
	26	Remote release doors all operating satisfactorily		
	27	EEBDs positioned as required by Flag State and shown on the Fire Control Plans and serviced with manufacturer's recommendation		
	28	Emergency exits from accommodation, machinery and other spaces unobstructed with ladders and hatches in good condition. Emergency lighting checked and found satisfactory		
	29	Acetylene and Oxygen cylinders stored in approved permanent stowage facilities clearly marked outside of machinery spaces		
	30	Empty cylinders stored like full cylinders in storage spaces clearly marked		

V		**HULL AND FITTINGS**		
		Structure		
	1	No cracks, buckling or defects in the decks, bulkheads, cargo holds, shell plating, top side tanks, tanktop plating		
	2	Chain lockers checked for wastage		
	3	Hatch cover mechanism checked for hydraulic leaks		
	4	Hold access ladders checked for damage and wastage		
	5	Embarkation and disembarkation arrangements (gangways and accommodation ladders) are inspected and maintained in accordance with SOLAS Ch II-1, Reg. 3-9		
	6	Coating condition of hatch covers/open decks /shell plating (Previous UTM reports are to be reviewed or if deemed necessary additional UTM is to be requested.)		
		Mooring Arrangements		
	7	Anchors and chain cables in good condition, properly stowed, hawse pipe and chain pipe covers in place		
	8	Windlass and mooring winches checked with respect to brake linings, guards, wastage of foundations, operating controls, hydraulic leaks		
	9	Mooring ropes and wires in good condition		
	10	Fairleads in good condition and rollers free		
		Cargo Gear		
	11	Cargo gear surveys up-to-date		

	12	Derricks, cranes, masts and loose gear checked for condition		
	13	All ladders, walkways and handrails checked for condition		
	14	Winches used in association with lifting equipment in good condition		
	15	Safe working loads clearly marked		
		Load Line items		
	16	Load line marks including the deck line, and draught marks, all clearly visible and correctly marked (must be identical with the mark in the Load Line Certificate)		
	17	Ship with timber load line markings, timber fittings in good condition		
	18	Ventilators & air pipes checked for damage and wastage, including condition of closing devices and flame screens		
	19	Weathertight doors checked for condition; e.g. corrosion, buckling of door and hinges, deterioration of gasket retaining channel, missing/frozen/corroded dogs/cleats/weather-water tightness		
	20	Main cargo hatch coamings and coaming stays checked for condition, e.g. corrosion and damage		
	21	Main hatch covers and access hatch covers checked for condition; e.g. corrosion and damage to retaining channels, missing/deteriorated gasket and missing/frozen/corroded dogs/cleats/weather-water tightness (Hatch cover side cleats, cross joint wedges intact and operational? Rubber seals and retaining channels intact? Corner drains provided with non-return devices? Compression bars not misaligned?)		
	22	Windows, sidescuttles and skylights checked for condition		
	23	Deadlights and storm covers, where fitted, checked for condition		
	24	Water level/ ingress alarms (audio & visual) operating properly and protected		
	25	Prevention of blockage of drain openings in vehicle, special category and ro-ro spaces		

VI		**MACHINERY AND ELECTRICAL**		
		Machinery		
	1	Machinery spaces including steering gear space, pump room, tank tops and bilges free from excess oil or other fire hazard including accumulations of oily waste material and rags		
	2	Main machinery and essential auxiliaries operating satisfactorily and with no excessive fuel, lubricating oil, or water leakages		
	3	Shielding of high pressure oil fuel lines in place, alarm is working		
	4	Exhaust pipes properly insulated and the insulation free of any oil contamination		
	5	Steam pipes properly insulated		
	6	No excessive steam leaks		
	7	Boiler safety valve operating		
	8	Boiler gauge glasses clean		
	9	Bilge pumping system operating satisfactorily		
	10	All sounding pipes in machinery spaces fitted with closing devices. If weighted lever cocks are used, the weights in place and levers not constrained in the open position		
	11	Cooling water piping systems examined for condition		
	12	Sea chests and sea valves in good condition		

	13	Remotely operated watertight doors, tested and found satisfactory		
	14	Communication between engine room/control room and bridge including telegraph satisfactory		
	15	Escape routes from machinery spaces not obstructed		
		Alarms		
	16	Engineer's alarm (audible in engineer's accommodation area)		
	17	Machinery alarms		
	18	Boiler alarm		
	19	General alarm to be audible throughout accommodation and normal crew working spaces (SOLAS III/B/I/6.4.3)		
		Electrical		
	20	Conduit for electric cabling on deck checked for condition		
	21	Main generators capable of being synchronized for condition (where applicable)		
	22	Electric cabling including junction boxes, throughout accommodation, machinery spaces and on deck to be checked for protection, insulation, support of cable runs, broken fittings or cables with bare ends, and found in satisfactory condition. Meger tests available.		
	23	Lighting and electrical installations in hazardous area e.g. battery rooms, paint lockers, acetylene and oxygen storage, verified to be of certified Safe Type and found in satisfactory condition		
	24	Ventilation of battery compartment satisfactory, natural ventilation fitted at ceiling.		
		Main and Emergency Switchboards		
	25	All protective devices (e.g. fuses, circuit breakers) present and in working order		
	26	Instrumentation and indicators correct and in working order		
	27	Equipped where necessary with non-conducting mats front and rear		
	28	No obstructions or equipment stored in or around switchboards		
		Emergency source of power - generator		
	29	Generator tested on load		
	30	Automatic start, if applicable, tested		
	31	Starting batteries and charging arrangements, where fitted, checked and charger operating correctly		
	32	Secondary means of starting tested		
		Emergency source of power - batteries		
	33	Charger checked and operating correctly		
	34	Charge indicators fitted and working		
	35	Batteries tested on load		
		Emergency lighting		
	36	Emergency lighting and services examined working and found satisfactory (machinery spaces; escape ways, muster stations etc.)		
		Steering gear		
	37	No hydraulic leaks		
	38	Rudder angle indicators reading the same as the bridge and clearly visible at emergency steering position		

	39	Emergency steering gear change over and operation instruction clearly displayed		
	40	Communication with bridge operating satisfactorily		
	41	Steering gear tested within 12 hours of departure, instructions available for change over for remote steering gear control		
	42	Officers know emergency steering procedures		

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

VIII		**Additional Items for Bulk Carriers**		
		L : Length in accordance with article 2(8) in Load Line Convention and Load Line Certificate		
	1	Is an approved loading manual available?		
	2	Is an approved loading & unloading sequence manual available? (For bulk carriers in accordance with SOLAS Chapter VI Part B Reg.7 & BLU Code)		
	3	Is an approved check condition pages of loading instrument available? (For ships L>150 m)		
	4	Is loading instrument approval document available? (For ships L>150 m)		
	5	Are class records indicating that the vessel is in compliance with SOLAS Chapter XII Reg.4.2 and Reg.6.1 (IACS URS 19,22 & 23) (For ships L>150 m)		
	6	If the vessel is not compliance with item 5, a triangle plate is to be fitted on the vessel's outer shell plate as described by SOLAS Chapter XII Reg. 8.3 and restriction is to be inserted on approval pages of all loading manuals and stability booklets.		
	7	Is the vessel equipped with water level detectors in all cargo holds and forecastle spaces as stipulated by SOLAS Chapter XII Reg.12? Bridge monitors were checked and found operational?		

	8	Is the vessel equipped with dewatering system in forecastle spaces as stipulated by SOLAS Chapter XII Reg.13? Remote controls were checked and found operational? All valves on the overboard piping are provided with remote control?		
	9	Are class records indicating that the vessel is in compliance with MSC Res. 146(77) (IACS URS 26, 27, 30, 31)?		
	10	Are shear forces and bending moments calculated and filed at every voyage?		
IX		**ISM**		
	1	Is the Safety Management documentation on board? (Manuals)		
	2	Is relevant documentation regarding the SMS in a working language or languages understood by the ship's personnel?		
	3	Is there evidence that the Master has carried out the review of the SMS?		
	4	Can senior officers identify the "designated person" and the means to contact that person?		
	5	Have the procedures for establishing and maintaining contact with shore management in an emergency been tested?		
	6	Are programs for drills and exercises to prepare for emergency actions available on board and are records available?		
	7	Have the procedures to report non-conformities, accidents and hazardous occurrences been followed?		
	8	Does the ship's SMS have a maintenance routine which includes the testing of stand by equipment and critical equipment/system and are records available?		
	9	Is there evidence of an effective maintenance system?		
	10	Are introduction/familiarization procedures for crew members carried out in accordance with documented procedures?		
	11	Are the crew members able to communicate effectively in the execution of their duties related to the SMS?		
	12	Is there evidence of repetitive deficiencies from previous PSC Inspections?		
	13	Are Master's Standing Orders, Night Orders available?		
	14	Personnel protective equipment (PPE) such as safety shoes, helmets, overalls, gloves, goggles , safety harnesses etc. are available and in use		
	15	Are internal safety audits on board and ashore carried out at intervals not exceeding 12 months?		
	16	Is there evidence of assessment of all risks to ships, personnel and the environment and establishment of the appropriate safeguards?		
X		**PSC**		
	1	Have the last two PSC deficiencies been dealt with?		
	2	Is there recurrence in the history of PSC deficiencies?		
XI		**MLC**		
	1	Are all seafarers over 16 years of age?		
	2	No seafarers below 18 years of age carry out/ employed in night work or dangerous work		
	3	Is the cook over 18 years of age?		
	4	Is a fully qualified cook (with a valid certificate/document of compliance) employed for ships with prescribed manning ≥ 10 Is the personnel trained and instructed in areas including food and personal hygiene, storage of food for ships with prescribed manning < 10		
	5	Do all seafarers have valid medical certificates to carry out their duties, and in English?		

	6	Have all seafarers completed personal safety onboard training?		
	7	Do all seafarers have valid Certificates of Competency including endorsements (Endorsement issued by Flag State not by Authorized Company)		
	8	Minimum Safe Manning Document (Is the ship manned accordingly?)		
	9	Do all seafarers have a copy of their employment agreement, signed and in English?		
	10	Are all seafarers paid regularly and in full in accordance with their SEA and CBA if exists? Are all seafarers given a monthly account of wage?		
	11	Do the records confirm that the maximum hours of work or minimum hours of rest is followed, and in English?		
	12	Is the food and drinking water served on the ship of appropriate quantity, nutritional value and quantity, in accord with national provisions, to cover the requirements of the ship and takes into account the differing cultural and religious backgrounds of seafarers working and living on board and free?		
	13	Are medical personnel with appropriate qualifications (medical doctor or seafarers trained to administer medical care or medical first aid) on board?		
	14	Is there an approved medical form in use and is kept confidential?		
	15	Is the medicine chest, medical equipment and medical guide in compliance with national legislation and with valid dates? Is the ship's hospital tidy and medical records up-to-date?		
	16	Has a proper risk assessment been carried out for onboard occupational safety and health management?		
	17	Does the ship have onboard procedures for the fair, effective and expeditious handling of seafarer complaints?		
	18	Is ILO 92/133 certificate available on board?		
	19	Are the lighting, hot and cold water supply, drainage, heating and ventilation arrangements in the accommodation satisfactory?		
	20	Is the furniture and equipment in the sleeping rooms in satisfactory condition?		
	21	Are the mess rooms, sanitary facilities, laundry, hospital, recreational, catering facilities and provision facilities clean, hygienic and in satifactory condition?		
	22	Are the frequent inspection records for accommodation, food and water facilities available?		
	23	Records of frequent Ship Safety Committee Meetings available?		

NOTES

NOTES

TÜRK LOYDU

Independent, Impartial, Reliable, Expert...

TÜRKAK Muayene TS EN ISO/IEC 17020 AB-0005-M

TÜRKAK Kalite Yönetim Sistemi TS EN ISO/IEC 17021-1 AB-0001-YS

TÜRKAK Çevre Yönetim Sistemi TS EN ISO/IEC 17021-1 AB-0001-YS

TÜRKAK Bilgi Güvenliği Y.S. TS EN ISO/IEC 17021-1 AB-0001-YS

TÜRKAK Sera Gazı Emisyonu TS EN ISO 14065:2013 AB-0015-DK

TÜRKAK Personel TS EN ISO/IEC 17024 AB-0010-P

TÜRKAK Ürün TS EN ISO/IEC 17065 AB-0046-U

www.turkloydu.org

facebook.com/TurkLoyduVakfi

twitter.com/TurkLoydu

linkedin.com/company/Turk-Loydu

instagram.com/turk_loydu/

HEAD OFFICE
Tersaneler Cad. No:26
34944 Tuzla - İstanbul
Tel: +90 216 581 37 00 (pbx)
Faks: +90 216 581 38 00
+90 216 581 38 10
+90 216 581 38 20
e-mail: info@turkloydu.org

ANKARA
Eskişehir Yolu Mustafa Kemal
Mah. 2159 Sok. No:6/4
06680 Çankaya - Ankara
Tel: +90 312 219 56 34
+90 312 219 68 25
Faks: +90 312 219 69 72
e-mail: ankara@turkloydu.org

İZMİR
Alsancak Mah. Atatürk Cad.
Kavalalı Apt. No:378/42
Konak - İzmir
Tel: +90 232 464 29 88
Faks: +90 232 464 87 51

e-mail: izmir@turkloydu.org

ADANA
Çınarlı Mah. Atatürk Cad.
Aziz Naci İş Merkezi No:5
K.1 D.2 01000 Seyhan - Adana
Tel: +90 322 363 30 12
Faks: +90 322 363 30 19

e-mail: adana@turkloydu.org

TL TEKNİK ARGE VE TASARIM LTD. ŞTİ.
Tersaneler Cad. No:26
34944 Tuzla - İstanbul
Tel: +90 216 581 37 00 (pbx)
Faks: +90 216 581 38 00
+90 216 581 38 10
+90 216 581 38 20
e-mail: info@tlteknopark.com

TÜRK LOYDU EAST EUROPE S.R.L.
Ion Theodorescu Valahu,
Nr 10 Camera Nr.1, Judet
Constanta - Romania
Tel: +40 723 171 955
e-mail: romania@turkloydu.org

KKTC
Deniz Yıldızı Apartmanları
D/Blok Kat.1 Mağusa - KKTC

e-mail: kktc@turkloydu.org

AZERBAYCAN

e-mail: azerbaycan@turkloydu.org

YUNANİSTAN
Alpha Marine Consulting Ltd.
55, Kastoros Str. 1 Piraeus
185 45 - Greece
Tel: +30 211 888 1000
Faks: +30 211 888 1039
e-mail: mail@alphamm.com

İTALYA
Bassani Adriatico Srl
Dorsoduro Santa Marta Fabbricaro
17 30123 - Venice, Italy
Tel: +39 041 272 78 60
Faks: +39 041 523 03 36
e-mail: shipping@bassani.it