



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA

LIBERIA MARITIME AUTHORITY

Marine Notice

INS-001
Rev. 05/24

TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND AUTHORIZED CLASSIFICATION SOCIETIES

SUBJECT: Safety Inspections of Liberian Ships

**Reference: (a) Maritime Regulation 7.191
(b) Maritime Regulation 10.296(6)**

Supersedes: Marine Notice INS-001, dated 04/24

The following changes have been included:

(a) Addition of sections 3.0 and 4.1.

PURPOSE:

To inform all parties of the Administration's policy regarding flag State vessel safety inspections.

APPLICABILITY:

This Notice applies to all Liberian flag vessels and vessels entering the registry.

REQUIREMENTS:

1.0 Initial Safety Inspections

All Liberian vessels are required to undergo an initial safety inspection within 90 days:

- .1 After registration (if it is registered in lay-up, upon reactivation);
- .2 Upon re-registration resulting in both change of ownership and management;
- .3 Prior to resuming service at the end of a lay-up period in excess of six months;
- .4 Following any substantial structural alteration.

Exceptions: Vessels which have been accepted in the Registry with special conditions are required to carry out the Initial Safety Inspection in less than 30 days.

2.0 Annual Safety Inspections

Pursuant to the requirements of reference (a), all Liberian vessels are required to undergo an annual safety inspection with the following exceptions:

- .1 Unmanned barges;
- .2 Pleasure yachts not engaged in the carriage of passengers for hire;
- .3 Vessels fishing in waters under the jurisdiction of Liberia; and
- .4 Cargo vessels under 500 gross tons.

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3.0 Bi-annual Safety Inspections

- 3.1.1 Passenger vessels, including high speed passenger ferries, are required to undergo bi-annual safety inspections (i.e. at least every six months) and more frequently if there are issues concerning passenger safety or security found during one of these inspections.
- 3.1.2 Vessels in the Liberian Registry that have been detained by Port State Control must undergo bi-annual safety inspections (i.e. at least every six months) for a duration of 36 months.
- 3.1.3 Vessels in the Liberian Registry that have been issued Flag State Operational Controls, either in the form of Flag State Control or Flag State Detention Letters, must undergo bi-annual safety inspections (i.e. at least every six months) for a duration of 24 months.
- 3.1.4 Vessels registered on or after 1 June 2024 which have been accepted with previous low performance flag state and/or port state inspection reports are required to undergo bi-annual safety inspections (i.e. at least every six months).

4.0 Periodic Safety Inspections

Special purpose or uniquely constructed vessels may be required to undergo periodic inspection at assigned intervals of less than one year.

4.1 Quarterly Inspections

- 4.1.1 Livestock carriers are required to undergo quarterly safety inspections (i.e. at least every three months) and more frequently if there are issues concerning safety or security found during one of these inspections.
- 4.1.2 Vessels in the Liberian Registry with poor flag state and/or port state performance are required to undergo quarterly safety inspections (i.e. at least every three months).
- 4.1.3 Notwithstanding paragraph 3.1.4 above, vessels registered on or after 1 June 2024 may be required to undergo quarterly safety inspections (i.e. at least every three months) in lieu of bi-annual safety inspections.

5.0 Special Safety Inspections

In addition to the above, a Liberian flagged vessel may also be required to undergo a special or unscheduled safety inspection at any time.

6.0 Nautical Inspectors

Inspections are carried out under the direction of the Marine Audit and Inspection Coordination Division, Office of the Deputy Commissioner, by duly appointed Nautical Inspectors.

7.0 Procedures

7.1 It is the responsibility of owners and Masters to present their vessels for timely inspection when the required inspection is due by contacting the Audit and Inspection Coordination Division at email: audit@liscr.com. This Division should be advised as to the vessel's next available port, ETA and Agent information. The owner or Master of a vessel may also request inspection of his vessel by prior arrangement with a Nautical Inspector in the port where the vessel will be available for such purpose. The names and locations of the Administration's Offices and Nautical Inspectors are available on the Administration's website: www.liscr.com. Note: The Audit and Inspection Coordination Division must be informed anytime the inspector is contacted, preferably by keeping the Division (email: audit@liscr.com) copied in all emails to prevent a duplication of effort and to ensure follow up when needed.

7.1.1 Owners or operators of vessels and MODU's engaged in the offshore seabed resource exploration, development and production industries operating in remote or hard to reach areas where a Nautical Inspector is not available, as confirmed by Audit and Inspection Division (email: audit@liscr.com) and vessels not expressly covered by the Safety of Life at Sea Convention (SOLAS) 1974, as amended, may have their vessels inspected in accordance with the Alternate Inspection Program defined in Marine Notice **INS-002**.

7.2 To more closely follow the requirements of SOLAS, the regulation requiring weekly fire and boat drills will be amended to require weekly fire and boat drills only for passenger vessels and the crew on cargo vessels to attend fire and boat drills once a month with weekly safety training sessions which should include training as outlined in **SAF-004**. Vessels not inspected by the due date will be considered as "overdue" and follow-up procedures will be initiated by the Fleet Performance Department. This may include an additional DOC and/or SMS verification audit.

8.0 Annexes

The annexes hereto are provided as information for owners and Masters, to facilitate the conduct of safety inspections.

ANNEX I - Safety Inspection of Ships: Guidance for Master

ANNEX II - Record of Inspection Form (RLM 252E – Rev. 04/2024)

ANNEX III - Additional Record of Inspection Form for Tankers (RLM 252T – Rev. Rev.02/24)


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ANNEX I

SAFETY INSPECTION OF SHIPS: GUIDANCE FOR MASTERS

1. Documents, certificates and publications referred to in Parts A & B of the Inspection Form must be readily available, preferably in a central location, for examination and verification by the Nautical Inspector.
2. Publications referred to in Part B are obtainable from the sources listed in Marine Notice ADM-002. Publications obviously not applicable to a vessel need not be produced; e.g., dry cargo vessels need not obtain tanker safety publications, but OBO type ships should obtain them.
3. The following should be made ready for the inspector:
 - a) The official Minimum Safe Manning Certificate,
 - b) The original National Certificate of Competence (C.O.C), Liberian Certificate of Competency, Endorsement or Certificate of Receipt of Application for same for each officer.
 - c) For each crewmember: a Liberian' Seafarer's Identification Record Book with appropriate Special Qualification Stickers,
 - d) In the case of passenger ships the certificates of all survival craft/rescue boat crewmen in particular, and
 - e) A copy of the current crew list and the ship's emergency station bill.
4. Navigation records, publications, charts, log books, Oil Record Book, Cargo Record Book, Ballast Water Record Book, training records (to include fire and abandon ship drills, weekly safety training exercises and security drills) and all similar material must be available for inspection, preferably in one location, such as the chart room.
5. Nautical Inspectors have the authority, and have been instructed accordingly, to make a spot check of lifesaving, fire-fighting and general safety conditions covered by the SOLAS Certificate. The Master will be instructed to call in the Classification Society for examination and/or verification as may be necessary.
6. The Master should have lifeboats uncovered and vessel's firefighting equipment and appliances in their normally stowed positions ready for the Nautical Inspector's examination. Sufficient crew should be on board and shall be prepared to conduct such emergency drills as circumstances may dictate and permit.
7. The engine room must be clean and free of oil leaks before any inspection. Additionally, documentation such as the Statement of Compliance for the Consumption of Oil, the SEEMP, BDNs and records related to energy efficiency of the ship must be up to date.
8. The pilot ladder and associated gear such as gunwale steps, lights, manropes, etc. should be accessible and in conformance with the latest requirements in SOLAS Regulation V/23.
9. To facilitate the efficient conduct of safety inspections, one of the ship's staff shall be available to accompany the Nautical Inspector at all times during the safety inspection.
10. If safe to do so, the inspector will take at least the following photographs of the ship:
 - a) From the Shore: bow, quarter, and stern,
 - b) On Board: Bridge/Wheel House, Weather Deck from both the Bow and Bridge, Lifeboats and Launching Apparatus, and any damage, defect, or area of concern.

ANNEX II

	<h3 style="margin: 0;">LIBERIA MARITIME AUTHORITY</h3> <h3 style="margin: 0;">RECORD OF INSPECTION</h3>	LISCR, LLC Attn: Audit Department 22980 Indian Creek Dr., Suite # 200 Dulles, VA 20166 USA Phone: +1-703-790-3434 Fax: +1-703-790-5655 Email: audit@liscr.com			
This Inspection is intended to assist owners in always maintaining vessels in compliance with the applicable safety & pollution prevention provisions of SOLAS, MARPOL, STCW, MLC and the Liberian Maritime Regulations . NOTE: The Nautical Inspector will complete this report after each inspection (A separate additional checklist to be used for tankers, gas carriers and LNG fueled vessels if applicable). The names of both the Nautical Inspector and the Master shall be entered in the bottom of the report. The original report will be retained on board and the nautical inspector will send a copy to Audit at LISCR, Dulles, Virginia, USA as an attachment to an email sent to audit@liscr.com . If serious deficiencies are found, the inspector shall immediately notify the Prevention Department at prevention@liscr.com or +1(703) 790-3434 . After hours, please contact the Duty Officer at dutyofficer@liscr.com or +1(703) 963-6216					
Name of Vessel			Gross Tonnage		
IMO No.	Managing Owner / Operator / Or Bareboat Charterer Name and Address:				
Ship Type					
Year Built					
Date of Inspection	Tel			Email	
Port of Inspection				Next Port	
Previous Inspection Place			Previous Inspection Date		
Inspection Type	Initial	Annual	Special	Bi-Annual	Other
Purpose:	Regular	PSC Pre-Emptive	PSC Follow Up	Special Inspection Program:	
Remote Inspection:	Yes	No	Place and Date of Last PSC:		
Summary:					
	The inspector did not find any deficiencies. We wish to commend you, the vessel's master, and crew for maintaining a high standard of safety on board this vessel.				
	The inspector did not find any deficiencies but does have some recommendations. Please see the list on the next page. We encourage you to follow the recommendations.				
	The Inspector's list of deficiencies, recommendations, and recommended corrective actions are listed on the next page. Please send your Corrective Action Report regarding the listed deficiencies to the Administration at Prevention@liscr.com within (30) thirty days .				
	The inspector found serious deficiencies which must be corrected before the vessel is allowed to sail. The serious deficiencies are noted on the list on the next page. This ship may also be required to have a Special Inspection; the Administration will contact you to schedule it if necessary.				
<ol style="list-style-type: none"> 1. The Master shall read the report carefully, and if there are any disagreements, he should discuss them with the auditor. 2. The Company designated Person Ashore should also read the report, and if he has any disagreement with the findings, he is to contact the Prevention department. An email should be sent to prevention@liscr.com with the DPA's comments. 3. Inspectors shall include photographs of the following: <ol style="list-style-type: none"> a) From the Shore: Bow Quarter and Stern b) On Board: Bridge/Wheelhouse, Weather Deck from both the Bow and Bridge, Lifeboats and Launching Apparatus c) Any Deficiencies or areas of concern. 					

IMPORTANT NOTICE

THE INSPECTION REPORT DOES NOT CONSTITUTE CERTIFICATION, WARRANTY OR OTHER REPRESENTATION AS TO THE SEAWORTHINESS OF THE VESSEL DESCRIBED HEREIN, NOR DOES IT RELIEVE ANY PERSON OR ORGANIZATION FROM THEIR RESPECTIVE RESPONSIBILITIES AND OBLIGATIONS TO ENSURE THAT THE VESSEL IS MAINTAINED IN A SEAWORTHY CONDITION.

Time started: _____ Time completed: _____	Name of Inspector/ MID Number: _____ Signature: _____	Name of Master or Representative: _____ Signature _____
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No.	DEF. CODE	DEFICIENCIES	ACTION TAKEN
			Select
			Select
			Select
			Select
			Select
			Select
			Select
			Select
			Select
			Select
			Select

No.	CODE	RECOMMENDATIONS	REMARKS

PART A - STATUTORY CERTIFICATES-SHIP DOCUMENTS-PUBLICATIONS-PLANS, etc.						
Class Society: Select	RO: Select	RSO: Select	ILO RO: Select	Yes	No	N/A
Applicable Statutory Certificates are Valid/Present and have been properly endorsed?						
Has the Vessel Performance Report been completed?						
Calibration certificate for BWMS components						
Conformance Test Report (CTR)/12-month validity – Annual Test completed?						
CSR: All versions are onboard, and the latest version contains up to date information. SOLAS XI-1/5						
For Bulk Carriers and Oil Tankers, Hull Survey Report (See ESP Code - A.1049(27), as amended)						
Dangerous Goods Manifest and Stowage Plan (SOLAS VII/4,5 and 7.2; MARPOL Annex III/4)						
Liberian Maritime Legislation available on board (RLM 300)? Hard Copy or Soft Copy?						
Required Publications up to date?						
Ballast Water Management Plan (BWMP) approved by the Administration						
Evidence of financial security under MLC Regulations 2.5.2 and 4.2						
SOPEP/SMPEP approved by the Administration or Class						
Approved SEEMP Part II, Part III, and CoC issued to the ship (Cargo Ships ≥ 5000 GT)?						
Statement of Compliance related to FO Consumption Reported (IMO DCS)/(EU MRV) & CII?						
Statement of Compliance on Inventory of Hazardous Materials (IHM) (EU 1257/2013)						
International Certificate of IHM (after 26 June 2025)						
IHM Expert Company: Date of last attendance:				Name of IHM Expert Company:		
Towing and Mooring Arrangements Plan (SOLAS II-1/3-8)						
Procedures for inspection of mooring equipment and lines						
Private Maritime Security Company (PMSC): Date of last attendance:				Name of PMSC:		
Lifeboat/Rescue boat launching appliances and release gear: Date of last attendance:						
Name of the Service Provider:						
Comments:						
PART B - ISM/ISPS CODE						
Copy of the current editions of the ISM and ISPS codes on board and guidance from Liberia?						
Does the Master understand and perform his safety management system responsibilities?						
Is the Ship's Safety Officer and/or Ship's Safety Committee designated by the Master?						
Are there records of Safety Meetings?						
Date of last meeting:(dd/mm/yyyy)						
SMS manual on board?						
Is the approved SSP on board?						
Did the crew check and record your ID on boarding?						
Are restricted areas identified?						
Are there records of internal audits?						
Date of last audit:(dd/mm/yyyy)						
Are there records of external audits?						
Date of last audit:(dd/mm/yyyy)						
Records of communication between vessel and company for inoperable equipment/requisitions						
Annual Ship/Shore Security Exercise						
Have conditions been satisfied of any open dispensations and PSC been informed?						
Security Officer Designated in writing has Liberian special qualification endorsement or other evidence of approved training						
Record any outstanding nonconformities ISM or ISPS:						
PART C - MANNING						
Note: On the attached crew list, identify any officer whose CoC or Liberian Endorsement has expired, or who does not have a Liberian Endorsement, COC, or Certificate of Receipt of Application (CRA). This is a major nonconformity & must be corrected before departure						
Is there at least the minimum crew as required by Minimum Safe Manning Certificate?						
Table of shipboard working arrangements is posted as required						
Official record of hours rested/worked? (Check random sampling)						
GMDSS - One Radio Electronic Operator or 2 Deck/Nav Officers w/ General Operator certificates						
ECDIS- Generic Training Certificates + Type Specific Training Certificates (See 6.18 of RLM118)						
Master/Chief Engineer Handover Forms						
Is there a copy of the Seafarer's Employment Agreement on board? (Check random sampling)						
All crew members holding valid Seafarer's Identification Books or CRA?						
All crew members holding valid Medical Examination Certificates (MLC 1.2)?						
Min. number of persons holding any needed Special Qualifications as required by MSMC/type of vessel						
Crew received safety and security awareness training when they came on board?						
Master, officers, and crew able to communicate effectively w/ inspector, other officials, each other, visitors, & passengers						
All plans/signs include an English translation if in the common language used on board other than English in accordance w/SOLAS V/14						
Comments:						

PART D - LOGBOOKS – BRIDGE, ENGINE ROOM and RECORDS	
Working language in use on board to include documents, manuals, plans and signs.	
Date Port/STBD/Free Fall lifeboat last lowered and maneuvered in water	(dd/mm/yyyy)
Boat and Fire Drills attended by crew monthly (SOLAS III/19.3)	
D/L Lifeboat moved from stowed (once a week) (SOLAS III/20.6.3)	
D/L Lifeboat turned out from stowage (once a month) (SOLAS III/20.7.1)	
LSA weekly & monthly inspections: (SOLAS III/20 .6 and 20.7)	
Rescue Boat Tested Weekly	
Safety Training held: Weekly/Monthly	
Bridge/Engine Room Official Logbooks properly maintained	
GMDSS Logbook (Check Liberia Issue RLM-126)	
Enclosed space entry drill	Last Drill:(dd/mm/yyyy)
Security Drills conducted quarterly (ISPS Code)	Last Drill:(dd/mm/yyyy)
Ship's articles: Name, rank, port and date of on-signers and off-signers	
Steering Gear Test (Arrival/Departure)	
Emergency Steering Drills (Quarterly)	Last Drill:(dd/mm/yyyy)
Company annual drill schedule followed	
ORB Part I/Machinery Spaces (Check Original Liberia issued RLM-121)	
BWRB - Appropriate entries recorded (Check Original Liberia issued RLM-124)	
Garbage Record Book – (Check Original Liberia issued RLM-125/125A)	
Approved Electronic Record Books (check Liberian approval letter)	
Updated maneuvering charts/posters with overridable/non- overridable SHaPoLi/EPL	
OMM (use of reserve power recorded and reported to the Administration/next port state)	
PART E - RADIO COMMUNICATIONS EQUIPMENT SOLAS IV	
Areas:	A1 A2 A3 A4 Comments:
GMDSS equipment operational/testing requirements (SOLAS IV/7 to 11 and IMO Resolution A.702 (17))	Comments:
Reserve sources of energy for radio and navigation equipment in good order	
Is the radio station in working order?	
Valid Radio Station License displayed?	
Ships with NBDP installed have replacement equipment installed (1 st radio survey o/a 1 Jan 2024)	
	A1 A2 A3-Satellite Service A3-HF
VHF with DSC	X X X X
DSC with receiver channel 70	X X X X
MF telephony with MF DSC	X X X
DSC watch receiver MF 2187,5 kHz	X X X
Recognized Mobile Satellite Service with EGC	X X X
MF/HF telephony with DSC and NBDP	X X X
DSC watch receiver MF/HF	X X X
Duplicated VHF with DSC	X X X
Duplicated Recognized Mobile Satellite Service	X X X
NAVTEX received 518 kHz	X X X
EGC receiver	X (1) X (1) X
Float-free satellite EPIRB	X X X X
Search and Rescue Locating Devices	X (2) X (2) X (2) X (2)
Handheld GMDSS VHF Receivers	X (3) X (3) X (3) X (3)
PART F - NAVIGATION, CHARTS, PUBLICATIONS AND RECORDS	
Navigational Charts:	Publications
Electronic Charts Last update:	Pilot Books/ Sailing Directions
Backup Electronic Charts Last update:	List of Lights/Radio Aids
Paper Charts Last update:	Tide Tables
Chart List or Catalog	Nautical Almanac
Notices to Mariners	
Voyage or Passage Planning (berth to berth)	
Completed	
Security considered as part of the voyage planning	
Environmental concerns included in passage plan	
Comments:	

PART G - NAVIGATIONAL AIDS (SOLAS V/19 & 20)								
Requirements for	All Ships	>or = 500 GT	>or = 3000 GT	>or = 10,000 GT	>or = 50,000 GT	Operational "Y" for Yes, "N" for No or N/A	Comments:	
Standard Magnetic Compass	X	X	X	X	X			
Spare Magnetic Compass		X	X	X	X			
Pelorus	X	X	X	X	X			
Means of correcting Bearings to true	X	X	X	X	X			
ECDIS with Back up	X	X	X	X	X			
Nautical publications with backup	X	X	X	X	X			
GPS/GNSS receiver	X	X	X	X	X			
Sound reception system (enclosed bridge)	X	X	X	X	X			
Telephone to emergency steering	X	X	X	X	X			
Daylight Signal Lamp		X	X	X	X			
BNWAS		X	X	X	X			
Automatic Identification System (AIS)		X	X	X	X			
Echo Sounder			X	X	X			
Gyro Compass		X	X	X	X			
Gyro repeater at emergency steering		X	X	X	X			
Rudder Angle Indicator		X	X	X	X			
Propeller indicator, pitch, & revolution								
Speed and Distance Measuring Device through water		X	X	X	X			
9 GHz Radar		X	X	X	X			
3 GHz Radar or second 9 GHz			X	X	X			
Electronic Plotting Aid		X	X	X	X			
Automatic Radar Plotting Aid				X	X			
Automatic Tracking Aid (ATA)			X	X	X			
Second ATA				X	X			
Rate of turn indicator					X			
Speed and Distance Measuring Device over ground					X			
Heading or track control system.				X	X			
LRIT	Verify Broadcasting: LRIT@liscr.com							
VDR								
Navigation light indicator display								
Maneuvering data on bridge	YES	NO						
SSAS	Verify Confirmation Email from Administration							
PART H - GENERAL SAFETY – (SOLAS II-2; III; the LSA, and FSS Codes)								
	Pilot embarkation arrangements.						Comments:	
	Abandoned Ship Drill (Carried out during Inspection)							
	Fire Drill (carried out during Inspection)							
	Equipment maintenance and training manuals							
Lifeboats	Freefall	Yes	No					
	P/Stern	STBD						
	Rescue boat							
Condition								
Inventory								
Operation								
Davits								
	Annual Thorough Examination and Testing							
	5-year operational testing of on-load release gear							
Liferafts		1	2	3	4	5		6
Add remarks related to the condition of the LR under "Comments"	Stowage							
	Inspection							
	HRU / Weak Link							
	Davits							
Other LSA Equipment								
	Lifejackets/TPA's							
	Immersion suits:							
	Lifebuoys							
	Pyrotechnics							
	Line throwing equipment							
	Muster List and Emergency Instructions							

FIRE SAFETY		Comments:
Fixed and portable extinguishers		
Emergency Fire Pump		
EEBDs		
Firefighter's Outfits		
Foam analysis		
Emergency escape clearly marked, illuminated and unobstructed		
Fixed Fire Detection System & Means for Testing		
Fire Alarm Panels Operational		
Installed Fire Extinguishing System (<i>water mist operational, etc.</i>)		
Fire dampers clearly marked and open/closed properly		
Fire door(s) clearly marked and working properly		
International Shore Connection and Accessories		
Two-way portable VHF explosion proof or intrinsically safe		
PART I - MEDICINE CHEST AND MEDICAL PUBLICATIONS		Comments:
Fully stocked (valid) with clear instructions / Medical Chest Certificate		
International Medical Guide – latest edition		
Medical Logbook (up to date)		
Supplement to IMDG Code or equivalent publication		
Dedicated Hospital room provided with natural independent ventilation		
PART J - CREW ACCOMMODATIONS		Comments:
Air Conditioning/Heating/Ventilation		
Lighting adequate with fixtures and wiring in good order		
Access and emergency escape markings		
Sanitary spaces clean and have hot/cold water:		
Drinking Water (sufficient supply of clean/potable waters)		
Galley (cleanliness/grease traps/range hoods)		
Provisions adequate, properly stored, and sufficient for the voyage		
Crew Spaces clear of ship's stores or equipment		
Record of weekly inspections		
Water Quality Testing		
PART K - GENERAL: OVERALL CONDITION OF VESSEL (PLEASE PHOTOGRAPH GENERAL CONDITION & ALL CONCERNS)		Comments:
Checked condition of decks and superstructure:		
Load Line mark, deck line & draft mark clearly marked		
Weather Deck including forecastle		
Cargo gear /cargo manifold		
Mooring equipment well maintained, ropes & wires in good condition		
Winch brakes		
Anchors and anchor windlass		
Electrical fixtures, alarms, and lighting		
Non-conductive mats provided at the front and rear of the switchboard		
Openings; hatches, doors, pipe penetrations, vents		
Watertight Doors		
Upper decks including bridge		
Pump room or Cargo room as applicable		
Water Ingress detectors & remote pumping (SOLAS XII/12)		
Portable gas detecting equipment tested (SOLAS XI-1/7)		

PART L – CONDITION OF ENGINE ROOM AND MACHINERY SPACES

Engine Control Room	Comments:
Electrical Systems (outlets, fittings, junction boxes, bonding straps)	
Lighting	
Ventilation	
Alarm Panel is fully functional	
Protective guards around moving parts	
Main engine free of oil/water leaks	
Auxiliary Engines free of oil/water leaks	
Boiler (Auxiliary, Exhaust Gas)	
Oil Mist Detection System	
Fuel lines / Fuel Leakage Alarm	
Purifiers Space	
Pumps	
Piping for fresh and seawater systems	
Sea chest	
Bilges clean and dry	
Machinery space free from significant oil and/or water leaks	
Pressure vessels relief valves	
Low sulfur fuel change over for ECA recorded (MARPOL Annex VI)	
Bunker Delivery Notes showing Sulphur limit value, MARPOL samples sealed/retained/stored properly	
Insulation	
Emergency Generator starting and remote shut off valve	
PMS system – No overdue maintenance items	
Oil Water Separator (OWS) / 15 PPM alarm / Automatic stopping device	
Steering Gear operation	
Incinerator	
Quick closing valves operational (fuel oil-lube oil) and not blocked	
Sewage Treatment Plant	
Workshop tools/machines protective gear / warning signs	

General Comments:

ANNEX III

TANKERS ONLY (Oil, Chemical and Product Carriers)				
No.	Item	Y	N	NA
CERTIFICATES, MANUALS, AND RECORDS				
1	Inter./ Certificate of Fitness (Chemicals) -IBC Code			
2	International Pollution Prevention Certificate IAPP - NLS Certificate			
3	P & A Manual (NLS Tankers only)			
4	COW Manual approved and crew aware of the requirements within the manual			
5	Oil Record Book Part II (oil tankers) (Check original Liberia issued RLM 121A)			
6	Cargo Record Book (NLS)			
7	Tank Vessel Response Plan TVRP (Only applicable to vessels visiting US ports)			
8	VOC management plan			
9	STS Manual approved			
10	SMPEP-NLS			
11	Ship-to-ship transfer checklists and are there records of STS operations maintained			
12	Officers and crew who have immediate responsibility for cargo transfer, in possession of the Certificates of Specialized Training (STCW) as applicable to the type of cargo being carried			
13	Records of regular inspections of cargo and ballast tanks, void spaces, and cofferdams by the vessel's personnel and are maintained.			
14	Crew aware of safe entry procedures into the pump room, compressor rooms and trunk spaces as applicable			
CARGO				
15	Oil discharge monitoring equipment ODME operational: Print-outs available.			
16	Inert Gas System (IGS) and tests of Inert Gas System (IGS) audible and visual alarms and shutdowns (high O2, high gas temp, blower failure, high gas pressure)			
17	O2 analyzer including calibration certificate valid			
18	If the vessel is provided with a nitrogen generator/bottle manifold system, are the officers and crew aware of the specific hazards associated with nitrogen gas?			
19	Cargo Tanks are in an inert condition, if required by cargo type			
20	Liquid level in the deck seal at the correct level, clearly visible			
21	Crude Oil Washing (COW) system and all associated COW equipment in good operational condition			
22	Previous COW operation records maintained			
23	P/V valves in good order, inspected and cleaned as part of the PMS			
24	When installed, check the general condition of P/V Breaker and the gauge is legible. The pressure observed here should be comparable to pressure readings in CCR.			
25	Tank gauging equipment			
26	Annex 1 and 2 overboard valves and cargo system sea valves suitably secured, thoroughly checked closed prior to commencement of cargo transfer, and where provided, sea valve-testing arrangements in order and regularly monitored for leakage			
27	Cargo, ballast and stripping pumps, educators and their associated instrumentation and controls including temperature monitoring, in good order and is there recorded evidence of regular testing.			
28	Cargo tank high level and overflow alarms in good order and their records of regular testing			
29	Emergency cargo pump shutdown system in good order and is there recorded evidence of regular testing			
30	Cargo and bunker samples locker situated within the main cargo area and is it in good order			
31	Pump room bilge high level alarms fitted, regularly tested and the results recorded.			
32	Bilge pump in good order and can it be operated from a position outside the pump room			
FIREFIGHTING SYSTEM				
33	Fixed high-expansion foam fire extinguishing system			
34	Fixed deck foam system includes operational tests of foam monitors, isolation valves are open and in good condition, and hoses or portable applicators are available for shadow areas on deck.			
35	Vapor Control System (VCS)			
36	Fixed gas detection instruments			

GENERAL

37	Duplicate portable gas detection equipment suitable for the cargoes carried, and officers' familiar with the operation, calibration and is the equipment being maintained in accordance with manufacturers and industry recommendations			
38	Approved stability instrument for intact and damage stability (Oil, Chemical carriers)			
39	Electricals on deck (bonding straps on piping systems and condition of explosion proof lights)			
40	The decontamination shower and eye station are in good working order, the First Aid kit is valid (MFAG), and two additional SCBAs with hazmat suits appropriate for the cargoes carried onboard are present and in good condition.			