



Indian Register of Shipping

CHECKLIST BASED ON PSC/FSI DEFICIENCIES

NAME OF SHIP:	PORT OF SURVEY:
REPORT NO.:	I. R. NO.:

Sr. No.	Item	Yes/No/NA	Remarks
Documentation			
1	Certificates of vessel including ship specific mandatory documents are available in original with necessary endorsements, as applicable. Continuous Synopsis Record (CSR) is updated. (Note: In case of electronic certificate, relevant checkpoint in “implementation of SMS onboard” of this checklist is to be verified specifically)		
2	Vessel is manned as per Safe Manning Document. Crew is having original and valid STCW certification with endorsement, which are recognized by flag administration. Crew members have valid medical examination certificate		
3	Ship has approved damage control plan/stability information booklet available on board.		
4	Bunker delivery notes indicate that fuel oils delivered and used on board are not exceeding the maximum allowed Sulphur content.		
5	Valid Radio License is available on board.		
6	A certificate of insurance or other financial security in respect of civil liability for ship carrying more than 2,000 tons of oil in bulk as cargo (for tanker) is available.		
7	A certificate of insurance or other financial security in respect of bunker oil pollution for a ship of greater than 1000 GT is available.		
8	A certificate of insurance or other financial security in respect of International Convention on the removal of wrecks.		
9	Duly verified Part I IHM supplemented with valid certificate of compliance to HKC/EUSRR is available onboard.		
10	Ship Energy Efficiency Management Plan (SEEMP) Part II and Confirmation of Compliance is available onboard		
11	Valid SOC for Fuel Oil Consumption Reporting issued for the previous calendar year, is available onboard.		
12	Any outstanding statutory items and/or conditions of class noted.		
Hull/Structure, Fittings & equipment			
1	Hull markings including Loadline marking, vessel name, IMO number, port of registry are legible and in satisfactory condition.		



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2	Bulwark, handrails, catwalks cargo holds structures without signs of damage or excessive wastage. Outside decks are clean and well illuminated.		
3	Hatch cover arrangements and weather tight doors including gaskets in good condition and without signs of damage.		
4	Air vent heads are in satisfactory condition, mesh provided for fuel oil tank and ballast tank (fitted with anodes) are in satisfactory condition.		
5	For tankers, safe access to bow arrangement is in satisfactory condition, non-slip surface provided and no combustible material is used.		
6	Embarkation ladder & Accommodation ladder are in satisfactory condition and marked with safe working load. Safety net rigged satisfactorily.		
7	Anchoring & mooring equipment including ropes are in good condition. No signs of rusting at the foundation of winches. Rat guard/Anchor stopper are put in place		
8	Pilot ladder steps are made of hardwood in one piece and are non-slippery. Steps are equally spaced & in good condition. No eye is found in steps. Lighting at pilot boarding area is adequate and working properly. Side ropes of the pilot ladder are made of manila or other material of equivalent strength. Ropes have good grip and are without knots, splices and shackles		
9	Where accommodation ladder in conjunction with the pilot ladder is used, following items to be checked for satisfactory condition: <ul style="list-style-type: none"> • Wire (if oiled and greased) • Sheaves and rollers (free and moving) • Permanent and attachments to deck/deck head, davit (as applicable, to be free and moving) • Bridle chain gear (suspension arrangement of the ladder) • the siderails are clean and free of grease 		Last wirefalls renewal date:
10	Records maintained on board for pilot ladder in use and repairs effected to it.		
Navigation Safety			
1	VDR/S-VDR are in satisfactory condition (no alarms are present in the panel), Latest Annual test report is available on board.		Last annual test date:
2	ECDIS, BNWAS, AIS, EPIRB, NAVTEX receiver are in good working order and annual testing reports of AIS and EPIRB are available. Familiarization/Training for ECDIS installed on board is given as per ship's SMS procedure and ECDIS system is updated to latest amendments. LRIT conformance report is available on board.		
3	Magnetic compass is readable from the steering position. Error log, calibration chart and deviation card are available.		



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4	Master gyro and repeater panel readings are matching. Automatic position indicator (e.g. GPS) available on board and in good order.		
5	Navigation charts and nautical publications including pilot books, lights sailing directions, tide tables, code of signals are kept updated and corrected as per latest notices to mariner. IAMSAR manual Vol III latest edition is available on board. Passage plan from berth to berth is available on board Maritime Safety Information for voyage is available.		IAMSAR manual Vol III edition:
6	When carrying deck cargoes navigation visibility is not affected.		
7	Rudder indicator in bridge is matching with steering gear reading.		
8	Echo sounder is in good order.		
9	Fog horn is in operational condition. (if applicable)		
10	GMDSS equipment is in good order. Antenna systems are without any signs of corrosion or damage		
11	Navigation lights/signals are in good working condition. Type approval certificate of navigational lights verified for meeting the applicable IMO performance standard (MSC. 253 (83)) and that luminous intensity/ range of visibility, colour (chromacity) are as per Colreg. Navigation light failure warning device: visual/audible on bridge operating efficiently. Sidelight inboard screens painted matt black. N.U.C. lights are not obscured by angular sector of more than 6 degrees.		
12	LSS Plan for Indian flagged vessels is Approved.		Approved by: Date:
13	Condition of national flags on board is satisfactory.		
14	Radio log book is available on board and includes records of test. Radio publications and manuals are updated timely.		
15	Reserve source of energy (batteries) properly maintained and in working condition		
Life Saving Appliances			
1	Life boat/rescue boat/life rafts including its launching arrangements are in satisfactory condition. Wire falls are in good condition and renewed as required. Launching instructions are displayed at appropriate location. Embarkation arrangements are in satisfactory condition. Life boat inventory is complete and in good order. Freefall boat arrangement (if onboard) is fitted with one Radar Transponder within the freefall lifeboat.		Date of last drill: Lifeboat falls last renewal date:
2	Annual examination and testing of life boat/rescue boat has been carried out as per requirement. Lifeboat/rescue boats have been launched and manoeuvred in water as per requirements.		Date: Last Done: Date: Last Done:
3	Life raft is placed in cradle as per manufacturer's instructions, not obstructed from any structure and no extra lashing provided for life raft. Hydrostatic release for life rafts is correctly connected and valid.		Last servicing date:



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4	MOB marker holding bracket opening is in line with lifebuoy release direction.		
5	Lifebouys (including reflective tape, correct ship's name/home port and lights with non-outdated batteries or smoke signals) are available and good condition.		
6	Line throwing apparatus, parachute distress signals, hand flares, smoke signals are available as required and in good condition.		Date of expiry of Pyrotechnics:
7	Immersion suits not provided with separate gloves and are to be worn in conjunction with a life jacket, confirmation that the life jacket provided on board are with quick and positive means of closer that do not require tying of a knot.		
8	LSA training manual is ship specific and provided at designated locations on board. Instruction manual for onboard maintenance of LSA equipment is available and regular records of maintenance are available.		
9	Lifeboat/Rescue boat inventory of equipment is maintained and updated.		
10	No unauthorized modification/repair found on board.		
Fire Safety			
1	Main fire pump is working satisfactory. Fire hydrant valves, fire nozzles and fire hoses are in satisfactory condition. Fire hoses are of appropriate length (not more than 15m in machinery spaces). All fire lines, relief valve (where fitted) and fire line isolation valve/s is/are free of leakage & holding tight are in satisfactory condition.		
2	Emergency fire pump including priming arrangements are in satisfactory condition and pump is building required water pressure. All gauges on fire system are in good order. Short length of suction pipe if penetrating machinery space, has been enclosed in substantial steel casing/insulated to A-60 standard.		Last tested date:
3	Fire doors in accommodation, including engine room self-closing door are in satisfactory condition No hold back arrangements for fire doors fitted (except those can be released from central control station).		
4	Arrangement for high pressure fuel oil leak off alarm for diesel engines are satisfactory and operational. Drain lines to alarm unit are not disconnected.		
5	Fire detection and alarm system where fitted is working satisfactorily (Information available in the ships working language system is kept on, detectors working, no alarm on panel).		Last service date (if any):
6	Manual fire call points are as per FCP and working satisfactory.		
7	Portable/Non portable fire extinguishers are fully charged & placed in designated areas. Overall condition is found satisfactory.		
8	Quick closing valves are in satisfactory condition, No valve is isolated/disconnected, operating instructions are displayed.		Date last tested:



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9	Insulation/lagging on exhaust pipe of engine and other hot surfaces is in satisfactory condition.		
10	There is no unauthorized penetration to the watertight bulkhead affecting watertight/fire integrity of the compartment.		
11	Engine room does not have oil/water leakages or temporary repairs to oil/water pipelines.		
12	Fire dampers, fire flaps & ventilation closing appliances including its gaskets, handles, etc. are in good working condition.		
13	Fixed fire-fighting systems for engine room/cargo spaces/paint locker are in good working condition. CO2 system (where fitted) is properly locked and key is readily available. Safety instructions/precautions are displayed at entrance of CO2 room		
14	Fireman's outfit is available in complete and in good condition. B.A. apparatus is in good condition and ready to use with bottles including spare bottles.		
15	Emergency Escape Breathing Device (EEBD) is available at required locations including additional training unit.		
16	Fire safety training manual & fire safety operational booklet and fire control plan is ship specific and provided at designated locations on board. International shore connection including reducer pieces with appropriate nut/bolts are available as per Fire & Safety Plan.		
Engine room and Machinery			
1	Engine room is clean. Bilges are free of oil and water accumulation. No oil/water leakages from machinery or temporary repairs to oil/water pipelines. Save all trays are clean.		
2	Electrical cable arrangements are properly installed and insulated. Light covers are available and in good condition. 440V and 220V panels are not showing low insulation condition. Around the electrical switch board insulation mat is provided.		
3	Auxiliary engine & power system including 100% power redundancy working properly.		
4	Any extra machinery found fitted onboard without approval of the class society.		
5	Onboard readily available proof that while navigating in restricted areas low Sulphur fuel is used.		
6	Pressure and temperature gauges including alarm systems for various machineries are in satisfactory condition. Machinery guard are in place. All exhaust & vapor pipes are properly insulated.		
7	In case of tankers, inert gas system is operational. Audio-visual alarms and high/high-high level alarms are working satisfactorily. Fixed gas detection system is operational.		



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Steering Gear			
1	Steering gear compartment provided with handrail arrangement, grating or non-slip surface is in satisfactory condition. Door between machinery space and steering gear compartment containing emergency fire pump provided are of reasonably gastight, self-closing and without any hold-back arrangements. Communication equipment between bridge-engine room and bridge-steering gear room is working satisfactory.		Last emergency steering tested on:
Safety			
1	Working language of ship is established and recorded in logbook.		
2	Drills for firefighting, abandon ship, rescue boat operation and oil spill fighting are carried out as per plan and recorded in official books. Updated muster lists including substitute for key personals is maintained at required locations.		
3	Paint material is stored in designated location only.		
4	IMO symbols are posted at required locations and are in good condition. Escape routes are not obstructed.		
5	Public alarms system and engineer's alarms for unmanned machinery system are working properly. Public address system is maintained in good order.		
6	Sufficient quantity of personnel protective equipment are provided on board and crew is familiar with its usage.		
Pollution Prevention			
1	Oily Water Separator (OWS) is satisfactory and system is free from any unauthorized modifications/temporary repair. 15 ppm alarm and three-way valve of OWS are in satisfactory condition. ODME (where fitted) is working satisfactory.		
2	Oil record book entries are correct and updated, signed by responsible person and details of tanks are in line with shipboard documents.		
3	Sewage Treatment Plant/comminutor as provided, is working satisfactorily, including its discharge pump and blower. Crew is familiar with its operation.		
4	Garbage management plan and garbage record book is available onboard and upto date. Garbage is segregated as per garbage management plan and areas are well maintained.		
5	SOPEP and/or SMPEP is approved and available onboard. (including updated communication data of Focal point list as per IMO)		
6	Incinerator (if fitted) is in satisfactory condition.		
7	Crew is aware of Compliance with MARPOL Annex VI regulation 22 A – Data collection System for fuel oil consumption of ship.		
8	International shore connection/coupling and standard discharge connection is in good condition.		



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Ship fitted with Exhaust Gas Cleaning System			
1	Are the master or crew familiar with the correct operation of an EGCS		
2	Is the Installed EGCS/equivalent means is approved by/on behalf of Administration.		Approved by: Date:
3	For the equipment not connected to EGCS system as per Supplement of the IAPP certificate, is the compliant fuel being used.		
4	Does the BDNs available on board indicate that; fuel oil intended for use, is to be used in combination with an equivalent means of SOX compliance.		
Emergency equipment			
1	Emergency generator, if fitted, is operational and means of starting are in satisfactory condition, instructions of operation displayed.		Last tested date:
2	Dead Ship start arrangements are satisfactory.		
3	Emergency batteries (including batteries for reserve source of power) are in satisfactory condition.		
4	Emergency lights are marked. Emergency lights at launching station, embarkation route and in accommodation area are satisfactory.		
ISPS			
1	Seafarers with security duties possess security training. Crew are familiar with the duties as per ISPS. Security equipment is maintained and tested as per SSP.		
2	Arrangements are in place to control the access of persons going to and from the ship. Person responsible for access control is familiar with the duties.		
3	Arrangements are in place to control and secure the access to restricted area specified in SSP and respective arears are maintained as per plan.		
MLC/Living and working Conditions			
1	All seafarers have signed employment Agreement (SEA) with the ship owner and original copy is provided to each seafarer. SEA & CBA are in English language in case ship is engaged on international voyages and understood by seafarer. Wages of each seafarer are paid regularly & in accordance with SEA & CBA.		
2	A Table signed by master showing shipboard working arrangement for each seafarer engaged on board the ship is available posted so that same is easily accessible. Working and rest hour records duly signed by crew are available for verification and updated.		
3	Ship is provided with sufficient amount of drinking water food of nutritional value, Where ship has less than 10 seafarers, seafarer assigned for processing of food is provided with adequate training.		
4	All crew are provided with free of cost health protection and medical care relevant to their duties.		



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5	Accommodation, Sanitary, galley, mess room are clean and hygienic. Sanitary facilities are in satisfactory condition.		
6	Air condition (if provided) for accommodation is working satisfactorily.		
7	All Seafarers are aware of complaint procedure and is available for use.		
8	<p>Are the Seafarer's Employment Agreements (SEA) and DMLC of the ship updated to include 2018 amendments to MLC, 2006 in respect of following:</p> <p>a. continuation of SEA and wages of seafarers while seafarer is held captive due to acts of piracy/armed robbery (Standard A 2.1 and A 2.2)</p> <p>b. continuation of entitlement to repatriation while seafarer is held captive due to acts of piracy/armed robbery (Guidelines B 2.5.1)</p> <p>(Note: Above verification will be applicable after inclusion of amendments coming into force on 26th December, 2020)</p>		
Ballast water Management System			
1	Ballast water management plan and record book is available on board. Entries made correctly in BWM record book. Depth information is included in Ballast water record book.		
2	Ballast water management treatment system is available and in operational condition.		
Implementation of SMS on board			
1	ISM manual is readily available on board. CSO and DPA contact updated details are available. Crew familiarization records are maintained and updated timely. Master can show his overriding authority. SMS on board address cyber risk management.		
2.1	The company has established procedures for control of electronic certificates, records and/or publications taking into account the guidelines provided by Flag Administration.		
2.2	The company has established procedures control of hazardous materials w.r.t Inventory of hazardous materials. The 'Designated Person' onboard/ashore carries out maintenance and update of part I IHM.		
2.3	Instructions are available on board for verifying the information contained in the electronic certificate, including confirmation of periodic endorsement as applicable.		
3	Crew familiar with the operation of safety and pollution prevention equipment. Crew is aware of the "Designated Person Ashore".		
4	ISM internal and external audits are held as required and reports are available on board.		
5	Vessel has undergone Internal Safety Audit, where previous PSC inspection revealed deficiency pertaining to ISM failure. Non-conformities have been reported to the company and corrective actions are taken. Records of the same are available.		Date audit done:



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6	Voluntary inspections have been undertaken by ship's staff/company, based on PSC deficiency database and vessel inspection checklist. 1		Date of last Superintendent Inspection: Remarks:
7	For Indian flag vessel, 'Ship Specific Checklist' has been completed by Master/C/E prior berthing at each foreign port and copy forwarded to DPA/Superintendent as required by Engg. Circ. 01 of 2019.		
8	Flag specific requirement toward improving PSC performance have been included in company procedure and followed. For Panama flag vessels following to be checked a) Vessel of over 20 years of age that arrive at any port in the countries that are signatories of PARIS MoU, have undergone flag safety inspection each six (6) months. (ref.: flag circular no: MMN-02/2022). b) For Panama flag vessels Pre-arrival verification has been completed and records maintained on board as required by Panama MMC – 380.		
9	Deficiencies noted during inspection have been dealt with timely (Note: It is to be verified that reporting to Class/Flag/PSC etc. have been done as required).		