

To: Related departments of CCS Headquarters; Branches and Offices; and Ship Companies

Notice of PSC Inspection Checklist for Hong Kong Registered Ships

HK Marine Department issued the Circular letter to ship-owners, ship managers and classification societies on June 8, 2011 to inform that HK has regained the qualification for the United States Coast Guard's Quality Shipping for the 21st Century Program on June 1, 2011. In order to enhance the quality and further reduce the PSC detention rate of HK registered ships, in particular in US and Australian ports, it is required to conduct pre-arrival inspection in accordance with the PSC Inspection Checklist for HK registered ships before the ships enter into the US and Australian ports. In view of the recent PSC development in the US and Australian ports, HK Marine Department has revised the PSC inspection Checklist by adding items specifically for Bulk Carriers, Oil Tankers, Chemical Carriers and Gas Carriers. (Please refer to the attachments for details)

Whenever a ship is to enter a US or Australian port, the checklist must be completed and signed by the ship's master. It must also be endorsed by the DPA of the Management Company and returned to Cargo Ships Safety Section of the Marine Department before entering the US or Australian port **for each voyage to the USA or Australia.** For a vessel that has no PSC detention record within the previous 12 months the interval for submission between successive checklists should not be more than three (3) months. However for a vessel with PSC detention records within 12 months the interval for submission between successive checklists should not be more than one (1) month.

If any one of the items in the checklist is "NO", it implies that the safety, pollution prevention or security of the ship is adversely affected. The ship's master shall record the details of the irregularities and propose the corrective actions accordingly. If there is doubt or difficulty in rectifying the irregularities, the master should consult and inform the Management Company immediately.

The Management Company and/or the DPA shall give an executive summary and comment on the overall condition of the ship and deficiencies detected. In addition, measure to prevent PSC detention and a corrective action plan shall also be included.

Should any potential problems be identified or failure of any equipment or machinery that cannot be rectified before entering any port, the ship's master or the Management Company should promptly notify the port authority, the flag administration and the classification society, as appropriate, in advance to avoid detention. In the meantime,

the ship's master and the Management Company have to endeavor to rectify all deficiencies detected by taking appropriate corrective actions or temporary repairs. The ship's Master shall also enter the fact into the ship's log book.

All the ship companies and masters should be fully in compliance with this requirement set in this Circular. Auditors should pay more attention when conducting the HK-flagged ship audit, ensure the implementation of the requirements of this Circular and remind of masters to complete the self-inspection before entering the US or Australian ports and DPA of the management company to duly submit the checklist to the Marine Department.

Attachments:

1. PSC Inspection Check list for Hong Kong Registered Ships, 15 pages

For any problem please contact the Certification Management Department of CCS Headquarters without hesitation
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MARINE DEPARTMENT

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貴署檔案 Your Ref. : ---

本處檔案 Our Ref. : SD/S 800/1

8 June 2011

To: Shipowners, Ship Managers and Classification Societies

Dear Sir/Madam,

PSC Inspection Checklist for Hong Kong Registered Ships

We are pleased to inform you that Hong Kong has regained the qualification for the United States Coast Guard's Quality Shipping for the 21st Century (Qualship 21) Program on 1 June 2011. We would like to extend to you our sincere thanks for your efforts to properly maintain Hong Kong registered ships and the invaluable support to us.

In order to enhance the quality and further reduce the PSC detention rate of Hong Kong registered ships, in particular in US and Australian ports. We need your continuous efforts and cooperation in proper maintenance of the Hong Kong registered ships as well as conducting pre-arrival inspection in accordance with the PSC Inspection Checklist for Hong Kong Registered Ships (Checklist) before the ships enter into the US or Australian ports.

In view of the recent PSC development in the US and Australian ports, we have revised the PSC inspection Checklist by adding items specifically for Bulk Carriers, Oil Tankers, Chemical Carriers and Gas Carriers. Masters of Hong Kong registered ships must complete and sign the Checklist by following the attached explanatory notes before entering into any US or Australian ports. The completed checklist should be endorsed by the DPA of the management company before submission to the Marine Department for scrutiny and necessary follow-up action.

The Marine Department will continue to maintain high safety and marine pollution prevention standards of the Hong Kong registered ships and endeavor to maintain the QUALSHIP 21 status. However, maintaining a good record of Hong Kong registered ships in PSC inspections requires continual efforts of all stakeholders. As such, we would keep working closely and cooperatively with our shipowners, management companies, classification societies and the masters in achieving this target.

Should you have any question related to the Checklist, please feel free to contact Senior Surveyor/Cargo Ships Safety Section at:

Telephone Number: (852) 2852 4510
Fax Number: (852) 2545 0556
E-mail: ss_css@mardep.gov.hk

Yours faithfully,

S.H. Tse

Senior Surveyor/Cargo ships Safety Section
for Director of Marine



PSC Inspection Checklist for Hong Kong Registered Ships

Name of Ship	_____
IMO Number	_____
Official Number	_____
Call Sign	_____
Gross Tonnage	_____
Type of Ship	_____
Date of Keel Laid	_____
Date of Delivery	_____
Ship Dimensions (L x B x D) metres	_____
Ship's Classification Society	_____
RO issuing Company's DOC	_____
RO issuing Ship's SMC	_____
RO issuing Ship's ISSC	_____
Management Company	_____
Date of Inspection	_____
Place of Inspection (e.g. Port, Country, at sea)	_____
Port of Call in the US/Australia	_____
Expected Time of Arrival of the US/Australian Port	_____

*** Delete as appropriate**

EXPLANATORY NOTES ON COMPLETING THE CHECKLIST

1. It is the Management Company and the Master's responsibility to ensure that a Hong Kong registered ship is operated safely without marine pollution, and is implemented a safety management system effectively. This self-assessment checklist provides a framework for helping the Management Company, the Master and the Chief Engineer in assessing the physical condition of a Hong Kong registered ship, understanding how effective the safety management system is being implemented onboard. This checklist **is not exhaustive** and is only a general guidance suggesting what items to be checked or reviewed by the Management Company, the Master and the Chief Engineer.
2. Whenever a ship is to enter a US or Australian port, the checklist must be completed and signed by the ship's Master. It must also be endorsed by the DPA of the Management Company and returned to Cargo Ships Safety Section of the Marine Department before entering the US or Australian port **for each voyage to the USA or Australia**. For a vessel that has no PSC detention record within the previous 12 months the interval for submission between successive checklists should not be more than three (3) months. However for a vessel with PSC detention record within the previous 12 months the interval for submission between successive checklists should not be more than one (1) month.
3. If any one of the items in the checklist is 'NO', it implies that the safety, pollution prevention or security of the ship is adversely affected. The ship's Master shall record the details of the irregularities and propose the corrective actions accordingly. If there is doubt or difficulty in rectifying the irregularities, the Master should consult and inform the Management Company immediately.
4. The Management Company and/or the DPA shall give an executive summary and comment on the overall condition of the ship and deficiencies detected. In addition, measure to prevent PSC detention and a corrective action plan shall also be included.
5. Should any potential problems be identified or failure of any equipment or machinery that cannot be rectified before entering any port, the ship's Master or the Management Company should promptly notify the port authority, the flag Administration and the classification society, as appropriate, in advance to avoid detention. In the meantime, the ship's Master and the Management Company have to endeavour to rectify all deficiencies detected by taking appropriate corrective actions or temporary repairs. The ship's Master shall also enter the fact into the ship's log book.
6. The checklist should be kept by the ship's Master for necessary follow-up action and future reference.
7. After completing the checklist, the ship's Master shall send a copy of the checklist to the Management Company for vetting and further comment. The Management Company shall send the completed checklist with the relevant supporting documents (if any) to: Fax. No. (852) 2545 0556 or by electronic submission at ss_css@mardep.gov.hk.

N.B. If the spaces provided for the brief summary under each section or the executive summary are not sufficient, please feel free to attach additional sheets into this checklist.

Cargo Ships Safety Section, Marine Department
June 2011

1 Documentation and Records		YES	NO
1.1	All original copies of trading certificate available and valid		
1.2	CSR documents (incl. Form 1, 2 & 3) available for review		
1.3	All seafarers' National Certificates of Competency, GMDSS Operator's Certificates, Hong Kong Licenses for Officers, Certificate of Receipt of Application, Dangerous Cargo Endorsements and Medical Fitness Certificates available and valid		
1.4	Records of hours of work/rest for each crew member comply with STCW requirements and tally with vessel's operation logs (Note: very detailed examination will be carried out by PSCO in ports of Australia.)		
1.5	All approved and required manuals/documents (e.g. stability, cargo securing, SOPEP, grain loading, garbage management, LRIT conformance test report, diesel engine technical files, VOC Management Plan, etc.) available for inspection and all contents updated		
1.6	All inspection/service records of LSA, FFA, navigation equipment and GMDSS radio equipment, and survey records available and valid		
1.7	All drill records (abandon ship, fire, steering gear, SOPEP, security, etc.) available		
1.8	Plans (Fire Control, Damage Control, etc.) and instructions (muster list, life-jackets donning, etc.) available		
Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -			
2 Life-Saving Appliances		YES	NO
2.1	Lifeboats and rescue boat are structurally sound and properly stowed, inventory and ration adequate and in good condition, engines start without difficulty (with primary & secondary means of starting in normal working condition), davits (incl. wire falls) well maintained, release mechanisms in working order and in correct position, retro-reflective tapes provided, annual & 5-year thorough examinations done		
2.2	Liferafts and hydrostatic release units serviced, liferafts properly stowed, hydrostatic releases properly connected, launching arrangement (if fitted) in good working condition		
2.3	Sufficient lifebuoys provided and marked, smoke/lights and lifelines are in good working condition, quick release mechanisms are working properly		
2.4	Sufficient lifejackets and immersion suits are provided and marked, lights and whistles are attached and in working condition, retro-reflective tapes provided		
2.5	Means of embarkation for lifeboats and liferafts readily available, emergency lights at survival stations are working, overside lights in good working condition		
2.6	Donning instructions, launching instructions and IMO symbols are suitably posted		
2.7	LSA manufacturer's maintenance instructions and SOLAS training manuals available		
Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -			
3 Fire-Fighting Appliances		YES	NO
3.1	Fire detectors and alarm panels (Bridge, E/R & Fire Control Station) in good working condition		
3.2	Fire lines (incl. hydrants) no leakage or temporary repair; E/R isolating valves in operating condition and clearly marked; fire-fighting gears (e.g. hoses, nozzles, spanners and tools) in good condition, international shore connection available		
3.3	Main and emergency fire pumps are easily started, in good operating condition, have sufficient suction and discharge pressures (with 2 hoses at remote/highest locations), legible operating instructions for emergency fire pump posted		

3.4	Fixed gas/foam/dry powder /water spray fire fighting installations in good working condition; visual and audible alarms tested; CO ₂ bottles, foam or dry powder reservoirs, etc. room ventilation and fire/thermal insulations in order; servicing not overdue and records available; legible operating instructions posted		
3.5	Portable/moveable fire extinguishers in good working condition, sufficient number and readily available; servicing not overdue and records available; sufficient spare charges and additional fire extinguishers available		
3.6	Fire doors in good working condition and not latched; fire dampers/ventilators not seized and clearly marked; skylights in good condition. FO/LO quick closing valves not latched and in good condition, E/R ventilation and FO pump remote stops tested and in good condition; fire insulations/resistant penetration in good condition		
3.7	EEBDs, BA sets and fireman's outfits in good working condition, readily available, servicing not overdue and records available; escape routes properly lighted (emergency lights), clearly marked and unobstructed		
3.8	Fire drill training schedule and records available		

Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -

4 Navigation Safety and Communication		YES	NO
4.1	Up-to-date and corrected nautical publications and charts available for the intended voyages; latest IMO and flag State required publications available		
4.2	All navigation equipment (e.g. radars, ARPA, magnetic/gyro compass, echo sounding device, speed log, bridge indicators, daylight signalling lamp, AIS, VDR, ECDIS, LRIT, etc.) are in good working condition; no overdue of annual servicing or expiry of batteries; inspection and testing records available		
4.3	GMDSS installations (e.g. VHF & MF/HF radio installations, NAVTEX receiver, INMARSAT-C, EPRIB, SART, etc.) in good working condition; no overdue of annual servicing or expiry of batteries; inspection and testing records (monthly, weekly and daily) available; GMDSS installation reverse power fully charged and tested weekly		
4.4	Berth to berth voyage plan prepared and approved by ship's Master;		
4.5	Valid compass deviation card and steering gear change-over procedure posted		
4.6	Navigational lights, shapes and sound signals in good working condition		
4.7	Engine telegraph, engine room and steering gear room communication operational		
4.8	Pilot ladders/hoist and arrangement for safe boarding, e.g. accommodation ladders, safety net and lights in good condition		

Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -

5 Machinery and Electrical		YES	NO
5.1	Main and auxiliary engines in good working condition; clean and free from leakage; hot surfaces insulated; instrumentation (e.g. safety valves and pressure gauges) in good working condition; remote and emergency starting system working properly		
5.2	Fuel oil and lubricating oil systems (including pumps, purifiers, filters, heaters and piping) maintained in satisfactory condition and free of any leakage		
5.3	Boilers (including valves, water, steam and fuel systems, gauge glass mountings) kept working properly; boiler and piping insulated; local and remote control of safety devices, automatic and manual control system, visual alarms/indicators in good condition; securing arrangements in position		
5.4	Bilge pumping system (auto start/stop), piping and valves together with high level alarms in operational condition		

5.5	Engine control room equipment and switchboards (incl. safety protections, protection against electrical shocks, conditions of indicator lights and instruments) maintained satisfactory		
5.6	Emergency generator in both manual and automatic modes tested and testing records maintained; fuel oil tank for emergency generator topped-up; starting batteries are charged; no irregularities on the emergency generator switchboard; all emergency lights (by battery or by e-generator) in good order		
5.7	Engine room clean and tidy; no oily bilge, oil residual and rags; all movable parts suitably protected/guarded; no flying electrical cables or junction boxes; dangerous of electrical shocks clear out; personal protection warnings posted and protective equipment (e.g. helmets, ear-plugs, goggles, gloves, etc.) are readily available		
Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -			
6 Accommodation and ILO Requirements		YES	NO
6.1	Accommodation kept in clean and habitable condition and are free from any infestation; cabin and staircase doors can properly close and lock; no stores, equipment stores or cargoes are stowed in these places		
6.2	Galleys, pantries and food preparation areas are clean and free of any infestation with no blocked drain, flooring or tiling in good condition; range hood grease traps are cleaned; fridges kept in operating order, clean and regularly defrosted		
6.3	Hospital and sick bay are clean and free of any infestation ; equipment and instruments are clean and orderly; adequate medical equipment is available and that proper medicines are available and within validity dates; medical chest is stored in the medical locker and that instructions for use of medicines and equipment are available; hospital is not used as an extra cabin/store room		
6.4	Sanitary places are neat and clean; flushes and drainage are working and not leaking; floor tiles are in good condition; doors can properly close and lock; cold and hot water is ready available		
6.5	Accommodation spaces, working spaces and corridors are properly lit; ventilation and heating systems are in satisfactory operating order		
6.6	Adequate food and fresh water provided for the intended voyage, free of any infestation and insects; provision store and refrigerated store rooms conditions at a suitable temperature		
6.7	Electrical features are in satisfactory order; electrical cable connectors are maintained duly isolated to avoid risks of electrical shocks; no loose wiring		
Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -			
7 Pollution Prevention		YES	NO
7.1	The general condition and functionality of the oily water separator in satisfactory condition; the oil discharge monitoring and control system and 15 ppm alarm (if fitted) tested; oil content meter calibrated; operating instructions of the installation permanently posted; no illegal by-pass piping; warning placards against prohibited discharges posted		
7.2	Bilge & sludge pumps operational; the volume of the bilge holding tank and sludge tank remains sufficient for the intended voyage; sludge discharge piping leading to deck for discharge ashore is not blocked		
7.3	Standard discharge connection is readily available, including the required number of bolts in the required dimensions		
7.4	Garbage reception facilities adequate and categorised; warning placards against prohibited discharges posted		
7.5	Oil record book, garbage record book, ODS record book, record book of engine parameters, bunker delivery note, etc. correctly entered and available for inspection		

Any item above marked with “NO”, please give a brief explanation and propose a corrective action plan below: -

8 Load Line and Structures		YES	NO
8.1	Hull, cargo hold/cargo tank structures, deck fittings & equipment and pipe lines on weather decks free of apparent corrosion, pitting, cracking, deformation, fracture and leakage		
8.2	Load line marks clearly marked on shell plating on each side and correspond with ILLC		
8.3	Hatch covers, hatch coaming and stays absence of corrosion, deformation and fractures; hydraulic systems on deck in good condition without oil leakage; weather-tightness (incl. gaskets, gaskets lips, compression bars, drainage channels, etc.) in satisfactory condition		
8.4	Wooden covers or steel pontoons together with associated portable beams, carriers and sockets for the portable beams and their securing devices (incl. tarpaulins, cleats, battens and wedges, etc.) in good working condition		
8.5	Weather-tight doors and access hatches are absence of heavy corrosion and deformations; closing appliances (incl. gaskets and locking devices, etc.) not sized or damaged		
8.6	Remote operation of scuppers, inlets, discharges are satisfactorily and that non-return valves and manual closures are in satisfactory condition		
8.7	Guardrails, catwalks and bulwarks without corrosion, buckling and fractures		
8.8	Condition of the ventilators and air pipes coamings and covers, for absence of corrosion, holes and deformations; closing appliances/dampers are not seized or missing; gaskets, flaps and closing devices are in order; floats in the heads are free and in satisfactory condition; wire gauzes fitted to fuel oil tanks air pipes and in satisfactory condition		
8.9	Approved stability booklet available; loadline markings not submerged		

Any item above marked with “NO”, please give a brief explanation and propose a corrective action plan below: -

9 Safety Management System		YES	NO
9.1	Safety Management Manual with updated version available at all relevant locations; company's safety & environmental policy displayed at prominent locations, e.g. Bridge, Mess Room, Engine Room, etc.		
9.2	Working language established for communication (including manuals, instructions, etc.); all crew members communicate effectively in execution of their duties		
9.3	DPA/Shore contact details readily available; Master, officers and ratings aware of the DPA		
9.4	Master familiar with his responsibilities and authority under SMS including over-riding authority; officers and ratings familiar with their responsibilities, specific duties, ship arrangements, installation, equipment and procedures		
9.5	Engine room and deck equipment maintenance records available; planned maintenance system established		
9.6	Records/plans/evidence of key shipboard operations available		
9.7	Records of crew familiarization of SMS available including job familiarisation, onboard training, instruction prior to sailing, familiarization with their specific duties, ship arrangements, installations, equipment and procedure; records of identification of training needs available including individual crew's performance evaluation and training		
9.8	Emergency situations identified and drills/training programme established; drills records (scenarios covered & frequency) available and review for each drill done		
9.9	Procedures of reporting accident, incident, non-conformity established; records (incl. responses by the company with corrective actions) showing the procedures implemented effectively available		
9.10	Master's review, internal and external audits conducted on time and records available; NC follow-up and corrective action taken/closed on time		
9.11	All documents properly controlled in accordance with SMS; obsolete documents removed		

Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -			
10 Ship Security		YES	NO
10.1	Ship Security Plan is available and properly protected from unauthorized access or disclosure		
10.2	Evidences showing Master's understanding of his responsibility and overriding authority to make decisions with respect to the safety and security of the ship available		
10.3	Certificate of Proficiency for Ship Security Officer is available; Evidence of SSO's understanding of his security duties and responsibilities in accordance with SSP; Contact details with CSO available		
10.4	Programmes & records for training, drills and exercises available; various types of security exercises with shore-based personnel conducted; specific security duties and responsibilities assigned to crew members; evidences showing crew members understand their ship security responsibilities and sufficient knowledge available		
10.5	Main power source and alternative power for the SSAS are properly maintained; SSAS operational and maintenance manuals available; activation of SSAS from the bridge and one other location working properly; Ship Security Alert Message can be addressed to the Administration; SSAS operational test conducted satisfactory		
10.6	Control of access to ship (incl. control of visitors and their belongings) implemented in an appropriate manner; access to restricted areas are monitored; upper deck, f'cle deck, poop deck and surrounding of the ship are monitored; handling of cargo and ship's stores are supervised; security communication is readily available; safety requirements are ensured even the security measures are in place; thoroughly searched for stowaways and established measures to prevent stowaways secreting on board		
10.7	Records of security activities maintained on board (e.g. training, drill and exercise; security threats and security incidents; breaches of security; changes in security level; communication relating to the direct security of the ship such as specific threats to the ship or to port facilities the ship; internal audits and reviews of security assessment; periodical review of the SSP; implementation of any amendments to the SSP; maintenance, calibration and testing of any security equipment; external audits; audit or review of findings closed out, etc.)		
Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -			
11. SOLAS Operational Requirements		YES	NO
11.1	Abandon Ship Drills: operational effectiveness of the drills for the officers and ratings in accordance with the muster list		
11.2	Fire Drills: operational effectiveness of the drills for the officers and ratings in accordance with the muster list; the officers and ratings familiar with the using of fireman outfits, BA sets, stretcher, etc.		
11.3	Effective communication among the officers and ratings during the drills		
Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -			
12. Additional for Bulk Carriers		YES	NO

12.1	Documentation and certificates for bulk carrier are available, e.g. Bulk Carrier Booklet per SOLAS Reg.VI/7, Cargo Information per SOLAS Reg.VI/2, Stability information per SOLAS Reg.VI/6, BLU Code, Damage Control Plan & Booklet (for Bulk Carrier constructed on or after 1 Feb 1992), Document of Authorization required by the International Grain Code, Grain Loading Manual, International Grain Code, Enhanced Survey Records & associated documents, Cargo Record Book, DOC with the Special Requirements for Ship Carrying Dangerous Goods (SOLAS Reg. II-2/19.4), Exemption Certificate for Fixed CO ₂ System for Cargo Holds, Emergency Towing Procedures for ships constructed on or after 1 Jan 2010 or not later than 1 Jan 2012 for ships constructed before 1 Jan 2010, etc		
12.2	Carriage of solid bulk cargoes, grains and cargo operation in compliance with the relevant requirements of IMO, flag States, classification society and port authorities, e.g. SOLAS (Ch.VI: Carriage of Cargoes, etc.), IMSBC Code; BLU Code, International Grain Code, Operation Manual, etc.		
12.3	Carriage of dangerous goods in solid form in bulk and cargo operation in compliance with the relevant additional requirements of IMO, flag State, classification society and port authorities; e.g. documents per SOLAS Reg.VII/7-2; stowage and segregation requirements per SOLAS Reg.VII/7-3; reporting of incidents involving dangerous goods per SOLAS Reg.VII/7-4; IMSBC Code, IMDG Code, BLU Code, Operation Manual, etc.		
12.4	Hull construction and piping on deck maintained in good condition, e.g. cargo hold (bulkheads, frames, tank top plating) maintained in good condition without heavy corrosion, wastage, holes or cracks; cargo hold hatch covers and coaming structure including cleats & bolts maintained in good condition; cargo hold gas sampling points properly maintained; hydraulic system including hydraulic cylinders and pipes for hatch cover operation properly maintained without oil leakage; deck plating including main deck, cross deck, f'cle deck & poop decks maintained in good condition; all piping & valves on deck maintained in good condition; electric cable conduits maintained in good condition; water ballast tanks maintained in good condition without leakage; air pipes maintained in good condition without heavy corrosion and leakage		
12.5	Water ingress alarm system properly maintained and operates satisfactorily. Water level detector: level alarms (audible and visual) in each cargo hold, in any ballast tank located forward of collision bulkhead, in each dry or void space in any part of which is extending forward of the forward most hold maintained in good condition; Dewatering arrangement: forepeak tank, Bosun's store and f'cle space able to be drained by pumps or eductors that can be operated from navigation bridge or engine control room without traversing exposed decks		
12.6	Additional safety measures for carriage of solid dangerous goods in bulk required by SOLAS Reg. II-2/19 complied with and maintained in good condition, e.g. immediate availability of a supply of water from the fire main by remote control fire pumps; electrical equipment and wiring are not fitted in enclosed cargo spaces unless it is certified safe type; adequate power ventilation provided in enclosed cargo spaces (at least 6 air changes per hour), the fans unable to ignite flammable gas air mixture & suitable wire mesh guards fitted over inlet and outlet ventilation openings, or natural ventilation provided in enclosed cargo spaces; personnel protection including 4 sets of full protective clothing resistant to chemical attack with 2 sets of SCBA; bulkhead forming boundaries between cargo spaces and machinery spaces of category A shall be insulated to "A-60" class standard, unless the dangerous goods are stowed at least 3 m horizontally away from such bulkheads.		
12.7	Means of closing all ventilators and other openings leading to the cargo spaces maintained in good condition as required by SOLAS Reg.II-2/10.7.1.4 for exemption from the requirements of fixed gas-extinguishing systems for dangerous goods		

12.8	Loading instrument properly maintained and operates satisfactorily (SOLAS Reg. XII/11); calibration & inspection carried out and records properly maintained		
12.9	Oxygen analysis and gas detection equipment per SOLAS Reg. VI/3 with detailed instruction for use available and maintained in good condition when transporting a solid bulk cargo which is liable to emit a toxic or flammable gas, or cause oxygen depletion in the cargo space; crews of the ship are trained in the use of the instruments; calibration & inspection of the equipment carried out and records properly maintained		
<i>Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -</i>			
13. Additional for Oil Tankers		YES	NO
13.1	Documentation and certificates for oil tankers available, e.g. Damage Stability Plan, Operation Manual, ODM Manual & Records, COW Manual, Oil Discharge Manual & Records, Shipboard Oil Pollution Emergency Plan, STS Operation Plan, Oil Record Book Part I & II, VOC Record Book, Enhanced Survey Records & associate documents, Exemption Certificates, etc.		
13.2	Cargo carriage and operation in compliance with the relevant requirements of IMO, flag State, classification society, port authorities, e.g. SOLAS, MARPOL, Operation Manual, etc.		
13.3	Officers and Ratings national certificates, Hong Kong licences and dangerous cargo endorsements for oil tankers available and valid		
13.4	Hull construction, cargo tanks and piping on weather decks maintained in good condition. Cargo tanks without leakage and damage. Piping and associated fittings for cargo transfer, fuel oil, ballast, air pipes, inert gas and all other piping on weather decks and in cargo pump room maintained in good condition without heavy corrosion or leakage, etc.; type approval hoses properly maintained; water ballast tanks maintained in good condition without leakage; air pipes maintained in good condition without heavy corrosion and leakage		
13.5	Protection of cargo pump room maintained in good condition, e.g. lighting/ventilation inter-lock system, continuous hydrocarbon monitoring system and alarms, pump shaft gland monitoring and alarm system, bilge level monitoring and alarm system, , temperature sensor, etc.; inspection carried out and records properly maintained		
13.6	Inert gas system including inert gas generator, inert gas blower, scrubber room ventilation system, deck water seal, remote and automatic control valves, interlocking system between soot blower and shut-off valve on gas supply line, measuring system, alarm system and safety device properly maintained, operates satisfactorily and alarms in control panel function properly		
13.7	Oil Detection Monitor (ODM) properly maintained and manual & auto means of discharge working satisfactorily; records of ODM operation properly maintained; Oil/Water Interface Detector properly maintained and the unit is operating satisfactorily; calibration & inspection of the equipment carried out and records properly maintained		
13.8	Tank cleaning system, e.g. COW system, including piping, pumps, valves and deck machines properly maintained and free of leaks, the system arranged and operates satisfactorily as outlined in Operations and Equipment Manual		

13.9	Cargo tank level indicators, high liquid level alarms and overflow control, etc. properly maintained and operates satisfactorily; indicators/gauges/meters and alarms at cargo control station or in cargo control room function properly; calibration & inspection of the instrument carried out and records properly maintained		
13.10	Electrical and mechanical remote operating and shut-off device for cargo pumps, bilge pumps, ballast pumps and stripping pumps properly maintained		
13.11	Fixed and portable gas detecting instruments and associated alarms, and gauging devices for oxygen density properly maintained and operate satisfactorily; calibration & inspection of the instruments carried out and records properly maintained		
13.12	Earthing between hull structures and cargo tanks properly maintained		
13.13	Electrical installations in hazardous areas properly maintained, e.g. interlocking device, explosion-proof lights, etc.		
13.14	Fixed fire extinguishing arrangements for cargo area on weather decks and pump room properly maintained; testing of audible alarm for release of CO ₂ in pump room carried out and found satisfactory; additional fireman's outfits (at least 4 sets of fireman's outfit with 200% spare air cylinders provided for each unit) properly maintained; inspection of the arrangement & equipment carried out and records properly maintained		
13.15	Emergency towing arrangements for tankers DWT $\geq$ 20000, properly maintained; for tankers constructed on or after 1 July 2002, both ends of the tanker capable of rapid deployment without main power on vessel		
Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -			
14. Additional for Chemical Tankers		YES	NO
14.1	Documentation and certificates for chemical tankers available, e.g. Damage Stability Plan, Operation Manual, ODM Manual, COW Manual, P&A Manual, Shipboard Marine Pollution Emergency Plan, Cargo Record Book, Oil Record Book Parts I & II, Enhanced Survey Records & associated documents, Cert for Carriage of Dangerous Chemicals in Bulk (BCH or IBC Code), Cert for Carriage of Noxious Liquid Substances in Bulk (NLS), Exemption Certificates, IBC Code or BCH Code, etc.		
14.2	Cargo carriage and operation comply with the relevant requirements of IMO, flag States, classification society, port authorities, e.g. SOLAS, MARPOL, IBC Code /BCH Code, Operation Manual, etc.		
14.3	Officers and Ratings national certificates, Hong Kong licences and dangerous cargo endorsements for chemical tankers (watchkeeping, chemical tanker familiarization and chemical tanker special training) are available and valid		
14.4	Hull construction, cargo tanks and piping on weather decks maintained in good conditions. Cargo tanks without leakage and damage. Piping & associated fittings for cargo transfer, fuel oil, ballast, air pipes, inert gas and all other piping in cargo pump room and on weather decks maintained in good condition without heavy corrosion or leakage, etc.; type approved cargo hoses properly maintained; identification marks of pipe lines including pumps and valves; air pipes and high velocity pressure-vacuum relief valves properly maintained and operate satisfactory; fixed or portable trays or insulation for deck protection against cargo leakage properly maintained; pump discharge pressure gauges provided outside pump rooms properly maintained; water ballast tanks maintained in good condition without leakage; air pipes maintained in good condition without heavy corrosion and leakage		

14.5	Closing devices of windows, door and other openings of wheelhouse and of those on exposed bulkheads of superstructures and deckhouse as required maintained in good condition		
14.6	Protection of cargo pump room maintained in good condition, e.g. bilge alarm, gas monitoring system, temperature sensor, inter-lock system, etc.; ventilation system for compartments and enclosed spaces in cargo areas properly maintained		
15.7	Equipment for inerting/padding/drying properly maintained and operates satisfactorily		
15.8	Prewashing system for noxious liquid substances properly maintained and operates satisfactorily, e.g. prewashing machines, tank washing pipelines and wash water heaters; stripping system properly maintained and operates satisfactorily		
14.9	Cargo tank level indicators, high liquid level alarms and overflow control, etc. properly maintained and operates satisfactorily; indicators/gauges/meters and alarms at cargo control station or in cargo control room function properly; calibration & inspection of the instrument carried out and records properly maintained		
14.10	Electrical and mechanical remote operating and shut down device for cargo pumps and bilge system in pump room properly maintained and operates satisfactorily		
14.11	Fixed and portable gas detecting instruments and associated alarms, and oxygen content meters properly maintained and operate satisfactorily; calibration & inspection of the instruments carried out and records properly maintained		
14.12	Electrical bonding between hull structures and cargo piping properly maintained		
14.13	Electrical installations in hazardous areas, e.g. cargo pump motors, explosion-proof lights, interlock devices, etc. properly maintained		
14.14	Fixed fire extinguishing arrangements for cargo area on weather deck and pump room properly maintained, e.g. foam applicator, fixed dry powder system, etc.; testing of audible alarm for release of CO ₂ in pump room carried out and found satisfactory; additional fireman's outfits for flammable cargoes properly maintained (at least 4 sets of fireman's outfit with 200% spare air cylinders provided for each unit); inspection of the arrangements & equipment carried out and records properly maintained		
14.15	Emergency towing arrangements for tankers DWT ≥ 20000 , properly maintained; for tankers constructed on or after 1 July 2002, both ends of the tanker capable of rapid deployment without main power on vessel		
14.16	Personnel protection equipment properly maintained, e.g. decontamination shower and eye wash, stretcher and medical first-aid equipment, respiratory protection for emergency escape purpose, etc.; inspection of the equipment carried out and records properly maintained		
<i>Any item above marked with "NO", please give a brief explanation and propose a corrective action plan below: -</i>			
15. Additional for Gas Carriers		YES	NO
15.1	Documentation and certificates for gas carrier available, e.g. Operation Manual & records related to cargo containment system and cargo handling system, Cargo Plant Operating Manual (Re-liquefaction/Refrigeration System, Gas combustion Units, Re-gasification Units), Cargo Record Book, Shipboard Marine Pollution Emergency Plan, Oil Record Book Parts I & II, Certificate for Carriage of Liquefied Gas in Bulk, Exemption Certificates, GC Code/IGC Code, etc.		
15.2	Cargo carriage and operation comply with the relevant requirements of IMO, flag States, classification society, port authorities, e.g. SOLAS, IGC Code, Operation Manual, etc.		

15.3	Officers and Ratings national certificates, Hong Kong licences and dangerous cargo endorsements for gas carriers are available and valid		
15.4	Hull construction, cargo tanks and piping on weather decks maintained in good condition. Cargo tanks without leakage and damage; piping and associated fittings for cargo transfer, fuel oil, ballast, air pipes, inert gas and all other piping in cargo pump room and on weather decks maintained in good condition without heavy corrosion or leakage, etc.; type approved cargo hoses properly maintained; identification marks of pipe lines including pumps and valves properly maintained; water ballast tanks maintained in good condition without leakage; air pipes maintained in good condition without heavy corrosion and leakage		
15.5	Venting system of cargo containment system properly maintained and operates satisfactorily, e.g. pressure/vacuum relief valves for cargo tanks, pressure/vacuum relief devices and associated safety systems for inter barrier/hold spaces; venting systems including their spare fans or impellers for enclosed spaces and compartment in cargo area properly maintained and operate satisfactorily; inspection carried out and records properly maintained		
15.6	Cargo handling systems properly maintained and inspection of safety devices carried out, e.g. emergency shut-off devices; cargo heat exchangers, pressure vessels; cargo pumps, cargo gas compressors, cargo gas blowers and their prime movers; piping and their insulations; automatic & manual stopping devices for cargo pumps and compressors; equipment relating to refrigerant (pump & compressors, condensers, receiver, inter-coolers, oil separators & relief valves, etc.); drainage system for leaked cargo in interbarrier spaces and hold spaces		
15.7	Gauging devices and associated alarms properly maintained and operate satisfactorily, e.g. liquid level gauges, high level alarms and valves related to emergency shutdown system; temperature indication equipment and associated alarms; pressure gauges and associated alarms for cargo tanks, interbarrier spaces/hold spaces; safety devices related to use of cargo boil-off gas as fuel; calibration & inspection of the instruments carried out and records properly maintained		
15.8	Fixed and portable gas detecting instruments and associated alarms, and oxygen content meters properly maintained and operate satisfactorily; calibration & inspection of the instruments carried out and records properly maintained		
15.9	Inert gas system properly maintained, e.g. inert gas generating system; inert gas storage system; dry air installation; gases for compensating normal losses and drying agent, etc. gas free and purging systems and gas collecting devices for cargo tanks properly maintained		
15.10	Fixed fire extinguishing arrangements for cargo area on weather deck and pump room properly maintained, e.g. foam applicator, fixed dry powder system, water spray system for deck house, cargo domes & manifolds, etc.; fire fighting system for gas dangerous closed spaces and alarming devices for emergency escape properly maintained; additional fireman's outfits for flammable cargoes properly maintained (at least 4 sets of fireman's outfit with 200% spare air cylinders provided for each unit); inspection of the arrangements and equipment carried out and records properly maintained		
15.11	Electrical installations in gas dangerous spaces or areas properly maintained, e.g. cargo pump motors, explosion-proof lights, interlocking devices, etc.;		
15.12	Closing devices of windows, door and other openings of wheelhouse and of those on exposed bulkheads of superstructures and deckhouse as required maintained in good condition		
15.13	Gas-tight bulkhead penetrations including gas-tight shaft sealing properly maintained		

15.14	Electrical bonding between independent cargo tanks and hull structure properly maintained; electrical bonding between hull structures and piping, and between pipe flanges		
15.15	Emergency towing arrangements for tankers DWT ≥ 20000 , properly maintained; for tankers constructed on or after 1 July 2002, both ends of the tanker capable of rapid deployment without main power on vessel		
15.16	Personnel protection equipment properly maintained, e.g. decontamination shower and eye wash (if required to be installed), stretcher, medical first-aid equipment, respiratory protection for emergency escape purpose, and shelter in emergency, air compressor (if provided for safety equipment), etc.; inspection of the equipment carried out and records properly maintained		

Any item above marked with “NO”, please give a brief explanation and propose a corrective action plan below: -

16. General Observation and Comments by Ship Master

17. Executive Summary (To be completed by the DPA)

Signature of Master : _____
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Date : _____

Signature of DPA : _____
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Date : _____