

Technical Notice

TD 9777/2019

Dated: 01.03.2019

SUBJECT:

Belize Flag

TD-IMM-GOB001-2019

Vessels operating in the Tokyo MOU and Occasional Survey Program for detained vessels operating in the area

BELIZE FLAG

TD-IMM-GOB001-2019 – Vessels operating in the Tokyo MOU and Occasional Survey Program for detained vessels operating in the area

The International Merchant Marine Registry of Belize (**IMMARBE**), with the aim of avoiding detentions and to accomplish future expansion goals, is now implementing subject circular with immediate effect on 1st March 2019 for vessels operating in the TOKYO MOU.

1. According to **TD-IMM-GOB001-2019**, all Belize vessels regardless of age, **detained in the TOKYO MOU in the past 12 months** will immediately enter into the Belize **Occasional Survey Program for a period of 24 months** starting from the date of detention.

According to this program an **occasional survey** shall be performed by the RO, who shall issue a **statement valid for six months**, accordingly. Further details may be referred in the subject circular.

Operators with vessels subject to the occasional program and statutory certified by INSB should request INSB to proceed with such a survey.

2. All Belize **vessels operating within Tokyo MOU Area** or **intended** to call any Tokyo MOU Port shall comply with all requirements stated in [MMN 15-02](#), and **submit the relevant PSC Checklist and crew list within the prescribed time frame to IMMARBE** Technical Department.

[Attachments](#)

TD-IMM-GOB001-2019 - Occasional Survey Program for detained vessels operating in the area
IMMARBE - PSC Inspection Checklist

Responsible persons for this publication

P. Klavdianos _____

Ch. Efstathiou _____



IMMARBE INTERNATIONAL MERCHANT MARINE REGISTRY OF BELIZE

CIRCULAR LETTER No. TD-IMM-GOB001-19

Issued under the authority of the Merchant Ships (Registration) Act of 2010 (Part 1/Section 5)

To: DEPUTY REGISTRARS, SHIP OWNERS/ISM OPERATORS/RECOGNIZED ORGANIZATIONS/SHIPPING AGENTS/GENERAL SAFETY INSPECTORS

Subject: Vessels operating in the Tokyo MOU and Occasional Survey Program for detained vessels operating in the area.

It has come to our attention that Belize flagged vessels have been repeatedly being detained in the Tokyo MOU Area affecting our aim to improve our status in this region.

After consultation with our technical personnel, the analysis brought that only 6 vessels incurred in 14 detentions during the year 2018 making our goal to become a White Listed Flag in this region impossible; therefore, we consider that urgent actions are needed in the region.

After serious consideration of the negative effects of allowing multiple detentions by a single vessel within the Tokyo MOU and safeguarding the integrity and reputation of the Belize Registry with an aim to accomplish our future expansion goals, we have decided to enforce with immediate effect from 1st March 2019, the following directives applicable to the following:

1. Occasional Survey Program for detained vessels operating in the area. 2. Vessels operating in the Tokyo MOU.

1. All registered vessels regardless of age detained twice in the Tokyo MOU in the past 12 months will immediately enter into our Occasional Survey Program for a period of 24 months starting from the date of detention with the intention to minimize the risk of further detentions.

1.1. This occasional survey will be performed by the RO that issued the statutory certificates; in case that the vessel is holding statutory certificates issued by different RO, the occasional survey shall be carried out by the RO that issued the Cargo Ship Safety Construction Certificate, Load Line Certificate, Safety Equipment Certificate, or the Passenger Ship Safety Certificate. After completion of the survey the RO shall issue a Statement and shall communicate to IMMARBE's Technical Department, prior to the vessel's departure to a port located within a country member of the Tokyo MOU. The Statement together with the Survey Report shall be submitted directly to IMMARBE Technical Department: technicalofficer@immarbe.com; technicalofficer2@immarbe.com; techsupport@immarbe.com.

1.2. The scope of such occasional survey must cover all conditions as far as practicable related to construction, security, pollution prevention, maritime safety, maritime labor and compliance with all national and international regulations applicable to the vessel; in other words, the scope will be equivalent to Annual Surveys. If deficiencies are found at the time of the occasional survey, they need to be rectified before departure of the detention port unless an extension is granted by IMMARBE's Technical Department due to exceptional circumstances.

1.3. This occasional survey will be valid for six (6) months and can be advanced with the purpose to make it concurrent with the annual, intermediate, or renewal survey, but it may not be delayed for these same reasons. This means that, if the vessel is still trading to ports within the Tokyo MOU, and the occasional survey was carried out more than six months ago, a new occasional shall be carried out.

1.4. The operators and owners are under the obligation to request such survey ahead of time to the RO. It is the obligation of the RO, which certifies the vessel, to notify the operators and owners the need to conduct such survey under the conditions established by this Circular. When this survey is requested by operators or owners for any reason, the RO cannot avoid the responsibility to carry out this survey.

1.5. In the case our Administration identifies a vessel to be included in the Occasional Survey Program, which are operating within the ports of country members to the Tokyo MOU, the occasional survey must be performed before the vessel departs the port where it may be at the time this circular is implemented.

1.6. In the case that the RO had issued the vessels Statutory Certificates within a thirty (30) days' timeframe, the Technical Department of IMMARBE can accept the submission of a Statement from the RO stating that the vessel is found in compliance with this circular, which will have a validity of six (6) months.

1.7. The Technical Department will recommend disciplinary actions against RO if a vessel is detained within the Tokyo MOU jurisdiction immediately after an occasional survey as described above has been carried out.

1.8. Those vessels subject to the requirements established in this circular, which do not perform the obligatory occasional survey or that are detained two (2) times within a six (6) months period or three (3) times within 12 (twelve) months period by a Maritime Authority member of the Tokyo MOU, will be fined and cancelled from the registry.

2. All Belize registered vessels operating within Tokyo MOU Area or intended to call any Tokyo MOU Port shall comply with all requirements stated in our Merchant Marine Notice 15-02 regarding PSC Analysis of Detentions and submit relevant PSC Checklist and Crew List within the time frame stated in this notice to IMMARBE Technical Department: technicalofficer@immarbe.com; technicalofficer2@immarbe.com; techsupport@immarbe.com prior proceeding to any Tokyo MOU Port.

IMPORTANT NOTE:

Those ROs with the most detentions in a period of a year of this circular coming into effect will be issued with warning letters by the Belize Administration. The Belize Administration may cancel the authorization granted to a repeat offender RO if deem necessary during the initial evaluation of its performance.

Additionally, all new registration cases where owners wish to appoint poor performing ROs will be evaluated on a case by case basis before approval to certify the ship is given.

The following is a guideline for the imposition of fines for detentions and other offences. Bear in mind that these guidelines are applied taking into consideration the size and type of vessel, the severity of the offence, record of previous offences, etc.,

- \$3,000 to \$4,000: Detentions as a result of first detention due to serious violations of STCW or SOLAS, violation of any traffic separation scheme, vessel over loading, etc.,
- \$4,500 to \$5,000: Second detention within 12 months, disregard of restrictions imposed on navigation patents, permits to proceed or prohibition from sailing notices, recurring crew related matters.
- \$6,000 -\$15,000: Very poor safety record-3 or more detentions within a year, major safety deficiencies, forged statutory certificates, contravention of MARPOL, unauthorized flying of the Belize flag, e.g. after obtainment of permission to charter out, after ex-officio/official cancellation.
- \$16,000 to \$50,000: Major offences/violations such as drug trafficking, oil spills, contraband, human trafficking, etc.



Annette Garel (Mrs)
Senior Deputy Registrar
IMMARBE HEAD
OFFICE





IMMARBE

International Merchant Marine Registry of Belize

Merchant Marine Notice **MMN-15-02**

VESSELS TRADING IN TOKYO MOU AREA- PORT STATE CONTROL DETENTIONS DURING 2015.

**TO: DEPUTY REGISTRARS, SHIP OWNERS/ISM OPERATORS/SHIPPING
AGENTS/GENERAL SAFETY INSPECTORS**

MSN Superseded:
ISSUE DATE:

N/A
26 MAY 2015

Revision No. (mm/dd/yy):

REFERENCE

Merchant Marine Notice 15-01- Port State Control Analysis of Detentions during 2014.

Merchant Shipping Notice 0030- Guidelines to Owners/ISM Operators & Master on Port State Control Inspections.

Merchant Shipping Notice 0033- Minimizing the Risk of Port State Control Detention.

PURPOSE

The International Merchant Marine Registry of Belize (IMMARBE) with the aim to improve our Fleet detention record in **Tokyo Mou** requires all addressed parties to implement the necessary measures to ensure that their Belize Flag Vessels do not incur in more detentions during 2015.

This Merchant Marine Notice is intended to provide Owners/Operators/Masters and Flag Inspectors on the most common deficiencies, which led to the detentions of Belize Flag vessels during 2015.

CONTENT

PORT STATE CONTROL DETENTIONS DURING 2015

Year 2015 (January to May 2015)

Total number of PSC inspections carried out from January to May 2015: 209

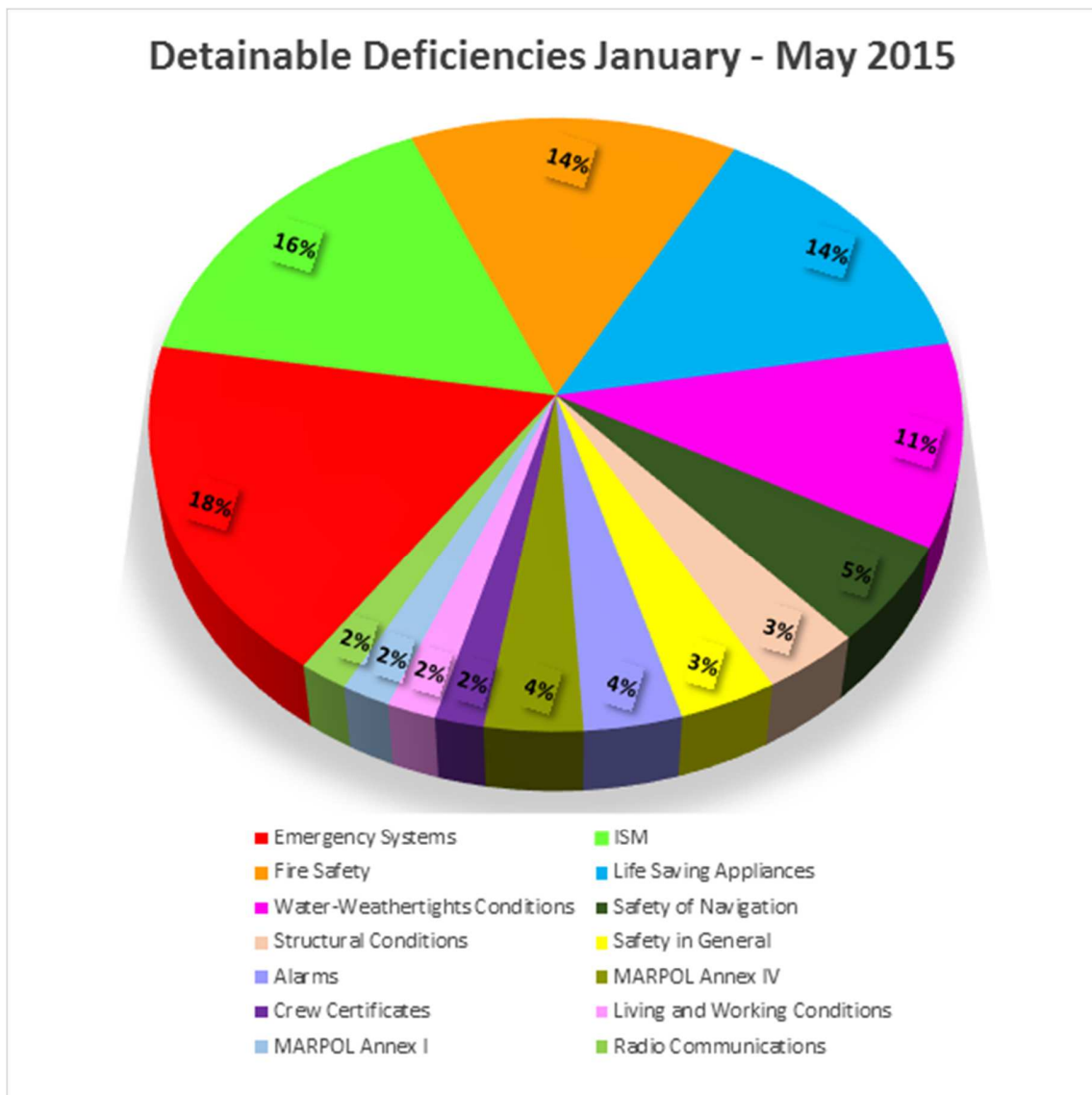
Total number of detentions in Tokyo Mou from January to May 2015: 19

Percentage of PSC inspections resulted in detentions: 9.09 %

It concerned very much the Belize Administration that the percentage of PSC inspection resulted in detentions during 2015 (Jan to May) has been increased and if such continue will result in a negative impact for Belize Administration to achieve improvement in the Tokyo Mou area.

ANALYSIS OF DETENTIONS IN TOKYO MOU AREA DURING 2015 (JAN TO MAY)

Comparing with last year the vulnerable areas which ground Belize Vessels to be detained, we have concluded to be similar areas as previously identified in our Merchant Marine Notice 15-01 issued on 26 March 2015. Below is the list of the most frequent areas that led to detention of Belize Vessels from January to May 2015.



The major areas of being the most frequent detentions are as follows:

Emergency Systems (18%), ISM (16%), Fire Safety (14%), Life Saving Appliances (14%), Water-Weathertights conditions (11%), Safety Navigation (5%) Marpol Annex IV (4%), and Alarms (4%).

We remind again Owners/Operators of vessels trading in Tokyo Mou area to immediately take note on this statistics and develop preventive actions which allow your company to avoid future detentions on the Tokyo Mou area.

DETENTION LIST BY COUNTRIES OF TOKYO MOU AREA

The below are the lists of countries and their port (s) in Tokyo MOU where Belize vessels have been detained during the first quarter of 2015.

Japan: 8 detentions (Nagoya=6 detentions, Muroran=1 detention and Takamatsu=1)

Hong Kong, China: 3 detentions

China: 5 (Dalian: 1, Lianyungang: 1, Taizhou: 1, Tianjin: 1, and Zhoushan: 1)

Malaysia: 1 (Labuan Sabah: 1)

South Korea: 1 (Busan: 1)

RECOMMENDED ACTIONS TO IMPROVE IMMARBE'S DETENTION RECORDS IN TOKYO MOU AREA

It concerns the Belize Administration (IMMARBE) that the number of detentions in Tokyo Mou during 2015 has been increased due to lack of commitment from ISM Operators and if such continue it will affect negatively the Belize Administration (IMMARBE). Management therefore has no other alternative but to take the following pro-active measures in order to achieve an improvement during 2015 in the Tokyo Mou area.

1. **With immediate effect** existing Vessels with detention (s) during 2015 will be subject to an Annual Flag Inspection. Owners/Operators will be contacted by IMMARBE's Technical team to obtain pertinent details to accomplish this **as soon as possible**.
2. **Existing Vessels trading in Tokyo area** are required to submit **in a monthly basis (First five days of every month)** the attached PSC inspection check list. Owners/Operators will submit the attached check list along with copy of crew list duly signed/stamp by Master to IMMARBE Technical Department (Capt. Demetrio Cortes – demetrio@immarbe.com and Eng. Jessica Villarreal- technicalofficer2@immarbe.com)
3. **New and Existing Vessels** which next port of call is **Nagoya, Japan or Hong Kong, China** are required to submit the attached PSC inspection check list within 48 hours prior to his arrival. Owners/Operators will submit the attached check list along with copy of crew list duly signed/stamp by Master to IMMARBE Technical Department (Capt. Demetrio Cortes – demetrio@immarbe.com and Eng. Jessica Villarreal- technicalofficer2@immarbe.com)
4. **Vessels with a detention during 2015 in Tokyo MOU area** and incurring in any further detentions (even after GSIs), will be subject to immediate fines and/or expulsion if deemed necessary and depending on the severity of the deficiencies being reported by PSC.

The above actions will remain in force during 2015 in order to improve IMMARBE's detention record in Tokyo MOUs and also to assist Owners/Operators in avoiding detentions from PSCO.

Look forward for your cooperation and assistance.

Kind regards;

Demetrio Cortes B.

Capt. Demetrio Cortes
Technical Director
IMMARBE HEAD OFFICE



Any queries related to this Notice should be directed to:

Capt. Demetrio Cortes
Technical Director
IMMARBE HEAD OFFICE
Tel: (507) 698-19000
E-mail: demetrio@immarbe.com

Checklist for PSC Inspection

Checklist for PSC Inspection

Belize Administration requires ISM Operators to provide their Masters with the attached checklist in order to submit such to IMMARBEL as requested in the MMN 15-02.



IMMARBEL

PSC INSPECTION CHECK LIST

SHIP NAME:

IMO NO:

Name of ISM Company:

Port to be called:

Next ports to be called:

CERTIFICATES & DOCUMENTATION

Certificate	Valid & Correctly Endorsed (as applicable)		
	YES	NO	N/A
Flag Registry Certificate			
Radio Station License			
Safe Manning Certificate			
Bunker Certificate			
Class Certificate			
Cert. of Insurance or other Financial Security in respect of civil Liability for Nairobi International Convention on the removal of wrecks			
Tonnage Certificate			
Load Line Certificate			
Safety Construction Certificate			
Safety Equipment Certificate			
Safety Radio Certificate			
IOPP Certificate			
Sewage Pollution Prevention Certificate			
Air Pollution Prevention Certificate			
Chemical Fitness Certificate			
Gas Fitness Certificate			
Grain Loading Certificate			

Checklist for PSC Inspection

Document of Compliance with the Special Requirements for Ships Carrying Dangerous Goods			
Crew Accommodation Certificate			
Safety Management Certificate (SMC)			
Document of Compliance (DOC)			
International Ship Security Certificate (ISSC)			
Maritime Labour Certificate (MLC)			
Long Range Identification Tracking (LRIT)			
Antifouling System Certificate			

STCW

ITEM	Addressed		
	YES	NO	N/A
Crew on board is in accordance with the requirements as per Safe Manning Certificate			
Master, deck officers, engineer officers and ratings have a Certificate of competence available			
Officers' license have endorsements by the Flag Administration as appropriate			
Crew members have a valid medical examination Certificate			
New crew members on board are familiar with their duties, responsibilities and the safety equipment			
Rest hours documentation of the crew duly signed and readily available			
Table of working hours is posted and is easily accessible			

HULL

ITEM	Addressed		
	YES	NO	N/A
Ship's side shell plates without damage and excessive wastage (as far as visible)			
Bulwarks, handrails and cat walks without signs of damage and excessive wastage			
Cargo holds structure without damages and excessive wastage (e.g. bulkheads, frames, brackets, tank tops etc.)			
Hatch cover arrangements including gaskets in good condition to close weather tight, without signs of wastage			
All closing appliances in good working condition			
Ventilators and air pipes including any closing appliances properly working without signs of damage or wastage and able to close air-tight			
Closing devices of all sounding pipes properly working			
Weather tight doors and small access hatches in good condition and close weather tight			
Draft marks and Plimsoll marks painted in different colour			
Plimsoll marks permanently marked on hull in accordance with the Load Line Certificate			

MACHINERY & POLLUTION PREVENTION

ITEM	Addressed		
	YES	NO	N/A

Checklist for PSC Inspection

Electric cable arrangements properly installed and insulated (no loosing wires)			
Light covers properly fixed			
Around the electrical main switchboard is provided an insulation mat			
Engine room in clean condition			
Main propulsion system is working properly			
Auxiliary engine and power system including 100% power redundancy working properly			
Emergency generator arrangement for immediate supply of electrical power working properly			
Jacketed piping system on high pressure fuel lines properly installed and alarms working			
Exhaust and vapour pipes properly insulated			
Engine alarm arrangements working properly			
All engines and piping systems free of leakage			
Anchoring equipment in good condition			
Mooring ropes in good condition			
Oily water separation system in good working condition together with testing arrangements and the crew is familiar with the system and its use			
15ppm alarm and stopping arrangements in good working condition			
Piping arrangements in good condition (no signs of damage and/or corrosion)			
Bilges and other machinery areas free of excessive oil			
Oil record book is updated, entries are correct and periodically signed by the Master (codes used are correct and tanks listed as per IOPP Certificate)			
Manuals for tankers, chemical tankers and gas carriers available on board			
SOPEP available and approved onboard (includes updated communication data of Focal Point List as per IMO)			
Sewage treatment plant in good working conditions			
SMPEP available on board (for ships certified to carry Noxious Liquid substances in bulk) with updated Focal Point List			
Garbage is collected and separated in closable bins as required and garbage record book entries are correct			
Onboard readily available proof that while navigating in restricted areas low sulphur fuel is used			
Crew is familiar with the sewage system and the treatment plan. Necessary drawings available on board.			

LIFE SAVING APPLIANCES

ITEM	Addressed		
	YES	NO	N/A
Lifeboats with all parts in good condition without wastage, blocks and release mechanisms properly maintained and the crew is familiar with safe use of launching and release gear			
Lifeboat inventory complete and in good condition with dates of expiration for pyrotechnics and foodstuff rations recorded and not outdated			
Rescue boats complete and in proper condition with the inventory stored as required			
Lifeboat/rescue boat engines in good working condition and starting easily			

Checklist for PSC Inspection

Life rafts and launching arrangements in good working condition and properly marked			
Hydrostatic release for the rafts correctly connected and not outdated			
Equipment for embarkation for additional life raft available (raft at the bow)			
Launching arrangements for rescue boats and life rafts including limit switches in good condition and without wastage			
Annual thorough examination of the launching appliances and on-load release gear has been carried out and relevant documentation available onboard			
Embarkation ladders including their shackles and pad eyes on deck in good condition			
Wire falls of all launching/recovery arrangements in good condition and renewed as required			
Lifebuoys (including reflective tape, correct ship's name/home port and lights with non-outdated batteries or smoke signals) available in sufficient amount and in good condition			
"Heavy" lifebuoy (4.5kg) attached to the smoke/light buoy at bridge wings in a free fall arrangement			
Lifejackets (including whistles plus lights and non-outdated batteries) found in good condition and sufficient amount as per Certificate. Additional lifejackets available on board			
Line throwing appliances complete with expiration dates of the pyrotechnic units			
Parachute distress signals available on board in sufficient quantities and in good condition with expiration dates not outdated, found on the bridge in an appropriate containment which is marked appropriately			
Immersion suits (including lights and special attachments) available for all personnel onboard and stored in good condition. Additional suits available at remote working stations as required			
Emergency illumination at all survival craft stations sufficiently working also illuminating the ship's side and the instructions posted			

FIRE FIGHTING APPLIANCES

ITEM	Addressed		
	YES	NO	N/A
Fire main piping and all hydrants in good condition without signs of corrosion or wastage and without soft patches. Also, couplings and valves free of leakages			
Fire pumps including prime mover in engine room in good working condition and with sufficient delivery of water pressure			
Emergency fire pump including prime mover in proper working condition with sufficient suction and delivered water pressure. Also, exhaust lines properly insulated.			
Fire stations (including equipment of hoses, nozzles, spanners) in good condition. More specifically, nozzle spray adjustments workable and hoses without deterioration			
Portable fire extinguishers available on board in good condition as per Fire & Safety Plan (due dates for required servicing recorded and not outdated)			

Checklist for PSC Inspection

Fireman's outfit available in required number and good condition (i.e. complete with helmet, clothes, lifeline, lamp and other required requisites)			
Breathing apparatuses in good condition and ready to use with bottles including spare bottles filled			
Fixed firefighting systems for engine room and cargo spaces in good working condition (e.g. filling status of gas bottles or foam tanks).			
CO2 room properly locked and the key readily available			
Fire detection arrangements properly working at all detection points			
Fire extinguishing arrangement in paint locker as required in place and in proper working condition			
Fire dampers and ventilation closing appliances (e.g. gaskets, handles, screws and other) in good working condition. Fire flaps inside trunks checked and closing properly.			
Fire doors closing properly using their automatic closing devices and not fitted with hold-backs			
Quick closing devices for tank shut-off and emergency stop of pumps and fans in good working condition			
Emergency Escape Breathing Devices (EEBDs) available in required amount (plus additional training units) and distributed as per fire plan within superstructure and engine room and under full pressure			
International shore connection including reduces piece with appropriate bolts and nuts available as per Fire & Safety plan			

NAVIGATION

ITEM	Addressed		
	YES	NO	N/A
Nautical publications including pilot books, list of lights, sailing directions, tide tables, code of signals, IAMSAR books used for the next voyage updated to the latest available amendments/corrections			
Nautical charts to be used for the next intended voyage updated to the latest available Notice to Mariners (if applicable ECDIS system updated to latest amendments)			
System for correcting all nautical publications on board has been developed			
Passage plan from berth to berth available on board			
Navigational instruments (e.g. radar, echo sounder etc.) in proper condition			
Steering gear including rudder angle indicator as well as emergency steering gear including switch-over devices in good operating condition and the steering gear alarm functioning. Also, instructions for switch-over handling posted in vicinity			
Daylight shapes in operational condition			
Daylight signalling lamp and the independent power supply in good operational condition			
Automatic position indicator (e.g. GPS) available on board and in good condition			
Communication systems between bridge - engine room and bridge – steering gear room is provided and working properly			

Checklist for PSC Inspection

NAVTEX receiver in good working condition and spare paper is available			
Echo sounder in good working condition			
Magnetic steering compass in good working condition and properly visible from steering position. Spare magnetic compass (if provided) in good working condition. Lastly, updated calibration table available.			
VDR (or S-VDR) installed correctly onboard and connected to respective devices.			
AIS system installed and constantly switched on.			
LRITS in good working condition and test documentation onboard as required.			
Navigational equipment verified is as required in the Safety Record "Form E"			

RADIO EQUIPMENT

ITEM	Addressed		
	YES	NO	N/A
GMDSS transmitting and receiving equipment components including sources of energy in proper working condition			
Radio operator assigned onboard is familiar with cancellation procedures for false distress alarms.			
Radio log book is kept as required and includes records of tests			
Portable VHF hand held radios for survival craft including batteries with spares/ recharger are in good working condition.			
Antenna systems without any signs of corrosion or damage			
Radar Transponders in satisfying working condition and ready to be used in case of emergency. Also, they are serviced in accordance with manufacturer's requirements by shore service.			
Freefall boat arrangement (if onboard) is fitted with one Radar transporter within the freefall lifeboat			
EPIRB is correct and float free position. The life date of battery and hydrostatic release valid.			
EPIRP test certificate readily available			
Radio publications and manuals updated on board			
Radio License on board valid			
Reserve sources of energy (batteries) properly maintained and in working condition.			

SAFETY

ITEM	Addressed		
	YES	NO	N/A
Working language of the ship established and recorded in the logbook			
Updated fire & safety plans posted in accommodation alleyways clearly readable and show a sign of approval. One copy if the plan is stored in marked and weather tight container outside the accommodation area.			
SOLAS training manuals available, with specific instructions for the appliances installed onboard and written in the working language.			
Instruction manuals for onboard maintenance of life-saving appliances available and understood by all crew members. Regular maintenance has been recorded.			

Checklist for PSC Inspection

A plan or program of maintenance is readily available			
Operating instructions for lifesaving appliances posted on scene and under emergency lighting. Instructions written in a language understood by all crew members.			
Table of life saving signals poster on the bridge.			
Drills for fire fighting, abandon ship, rescue boat operation and oil spill fighting have been carried out satisfactorily and the dates are recorded in the logbook.			
Muster list is updated and written in the working language of the ship. Substitutes for key personnel are included and the muster list is posted on the bridge, in engine control room and accommodation spaces.			
Paint materials stored inside the designated paint locker only			
Escape ways accessible, free of obstructions and properly illuminated.			
IMO symbols properly used for marking escape ways and locations of emergency equipment.			
Pilot ladders and related boarding arrangements clean and in good condition.			
Crew working on the bridge is familiar with the steering gear switch-over procedures and with the use of emergency steering device.			
Key engine crew is familiar with emergency power arrangements			
Key persons for firefighting are familiar with starting emergency fire pump.			
Designated lifeboat/rescue boat crew is familiar with starting the engines.			
Public alarm systems as for general alarm are working properly.			
Engineer's alarm of unmanned machinery system is working properly.			

ISM

ITEM	Addressed		
	YES	NO	N/A
Crew is familiar with the company's safety and environmental protection policy.			
ISM manual is readily available on board.			
All documentation available onboard is written in a language understood by the crew.			
Senior ship officers can identify the "designated person".			
Procedures and data are available and updated to establish contact with shore management.			
Programs for drills and training have been set-up and recorded.			
Familiarization records of new crew members are available onboard.			
Master can show his overriding authority.			
Non-conformities have been reported to the company and corrective actions have been taken by the company.			
Maintenance routine and records are readily available onboard.			
A copy of the DOC with the endorsement for the latest office audit is available onboard.			

ISPS

ITEM	Addressed		
	YES	NO	N/A

Checklist for PSC Inspection

Arrangements in place for controlling access to the ship for persons/going the next port			
Personnel responsible for controlling access to the ship is familiar with its duties			
Arrangements are in place to secure and control restricted areas specified in the SSP			
All entrances leading to restricted areas of the ship ready to be closed or secured			
Security Equipment maintained and tested as specified in the SSP			

MLC

ITEM	YES	NO	N/A
All seafarers on board have signed a Seafarers' Employment Agreement (SEA) with the ship-owner and an original copy is provided to each seafarer.			
The wages of each seafarer engaged on board the ship are paid in accordance with the SEA			
Hours of work and rest are available for each seafarer engaged on board the ship.			
The muster and drills are carried out at times that minimize the disturbance of rest periods and fatigue.			
The accommodation spaces are clean and provided with proper lighting and sufficient drainage.			
Sanitary facilities are hygienic and reasonable standard of comfort are met			
The galley is clean, hygienic and in good condition.			
Spaces used for the storage of food are clean, hygienic and in good condition.			
The ship is provided with sufficient amount of drinking water and food of nutritional value, quality and variety for the number of crew members on board.			
All seafarers are provided free of charge with health protection and medical care (including essential dental care) relevant to their duties.			

NOTE 1: Crew list need to be attached as required in STCW items.

NOTE 2: Next ports to be called are required in order for IMMARBEE to inform ISM Company when the check list needs to be submitted again.

The undersigned Master verify the abovementioned items and declare that all information completed is the truly condition of the Vessel.

Master name:

Vessel seal to be stamped: