

PSC Related Circular

No.PSC **26/2021**

Dated: 02.07.2021

Subject:

Belize Flag

IMMARBE MMN-19-006r1

Port State Control Analysis and Self-Inspection Program



PSC KEY INFORMATION

The International Merchant Marine Registry of **Belize** (IMMARBE) with the aim to **minimize the number of detentions** incurred by our Fleet in all MOUs **provides** Owners, Operators and master's with **key information** that can be used as a **tool** to **prevent deficiencies and/or detentions**.

SELF-INSPECTION PROGRAM

The Technical Department of IMMARBE has developed a **checklist** (Annex I) highlighting all **necessary items in order to confirm compliance** with international and national requirements. This checklist is to be used as an instrument to **self-inspect Belize Flagged Vessels by its Master(s)** allowing the prompt identification of deficiencies and their rectification prior to a Port State Control Inspection is performed.

The Self-Inspection Checklist **must be submitted to IMMARBE's** Technical Department on **monthly basis and within the first 5 days of each month** except for those vessels found by a Port State Control Officer with 7 or more deficiencies.

All vessels found with **7 of more deficiencies** will be **included in a Performance Improvement Plan (PIP) for non-compliant vessels**. This Performance Improvement Plan (PIP) will require the submission of the **Self-Inspection Checklist twice a month** for a period of **90 days**.

ACTION REQUIRED

- **Operators** and master's are required to take note on those ports with the most detentions as well with the most common deficiencies.
- **Operators** must instruct their Masters onboard Belize Flagged vessel to **submit the self-inspection checklist** as requested by this notice.
- **Annual Flag Inspections** to be carried by General Safety Inspectors from the date of effect of this notice shall ensure the verification of evidences of the submission of the self-inspection checklist to IMMARBE.
- **Mandatory surveys to be carried** by a Recognized Organization from the date of effect of this notice shall ensure the verification of evidences of the submission of the self-inspection checklist to IMMARBE.

Attachments

MMN-19-006 Port State Control Analysis and Self-Inspection Program
Annex 1 – IMMARBE Self-Inspection Checklist TDL-018r1



Merchant Marine Notice **MMN-19-006r1**

Port State Control Analysis and Self-Inspection Program

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

MMN Superseded: MMN-19-006
ISSUE DATE: **19 January 2021**

Revision No.: 1

1. REFERENCE

- 1.1 Merchant Shipping Notice 0030- Guidelines to Owners/ISM Operators & Master on Port State Control Inspections
- 1.2 Merchant Shipping Notice 0033- Minimizing the Risk of Port State Control Detention.
- 1.3 All Memorandum of Understanding (Paris, Tokyo, Black Sea, Mediterranean, etc.)

2. PURPOSE

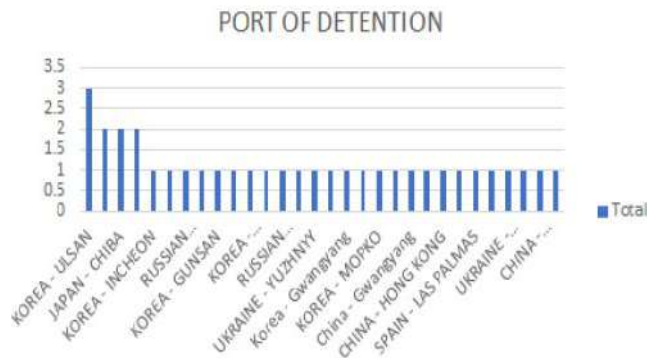
The International Merchant Marine Registry of Belize (IMMARBE) with the aim to minimize the number of detentions incurred by our Fleet in all MOUs would want to provide Owners, Operators and master's with key information that can be used as a tool to prevent deficiencies and/or detentions.

IMMARBE is also committed to assist Owners, Operators and Master's to improve the current condition of the vessel by implementing a Self-Inspection Program.

3. CONTENT

- 3.1 The following table will give you exact information regarding the ports with more than one detention where special attention when calling these ports should be taken:

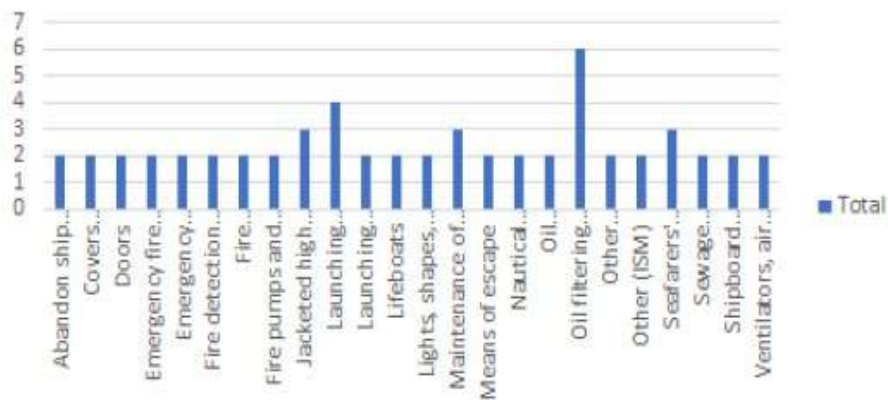
PORT OF DETENTION	MoU	NUMBER OF DETENTION
KOREA - ULSAN	Tokyo	3 DETENTION
RUSSIAN FEDERATION - NOVOROSIISK	Tokyo	2 DETENTION
JAPAN - CHIBA	Tokyo	2 DETENTION
JAPAN - NIIGATA	Tokyo	2 DETENTION
KOREA - INCHEON	Tokyo	1 DETENTION
RUSSIAN FEDERATION - NAKHODKA	Tokyo	1 DETENTION
CHINA - NANTONG	Tokyo	1 DETENTION



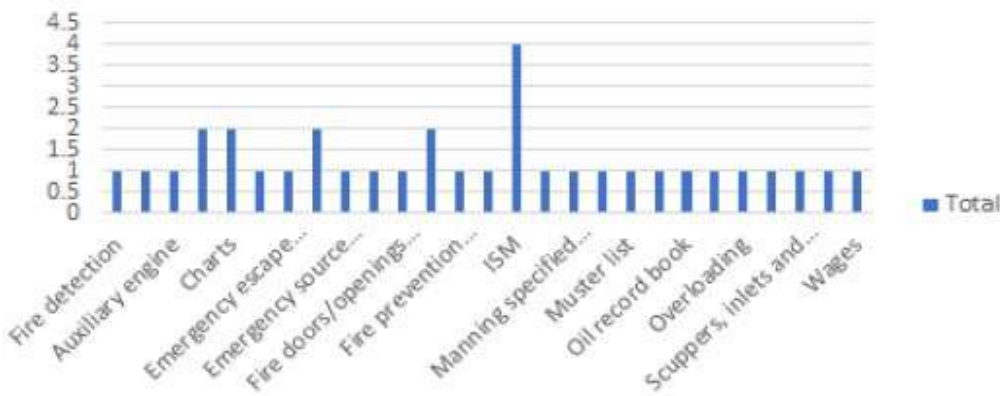


3.2 The following tables provide information regarding the most common deficiencies on ground for detentions per MOUs. Special attentions to these deficiencies should be taken:

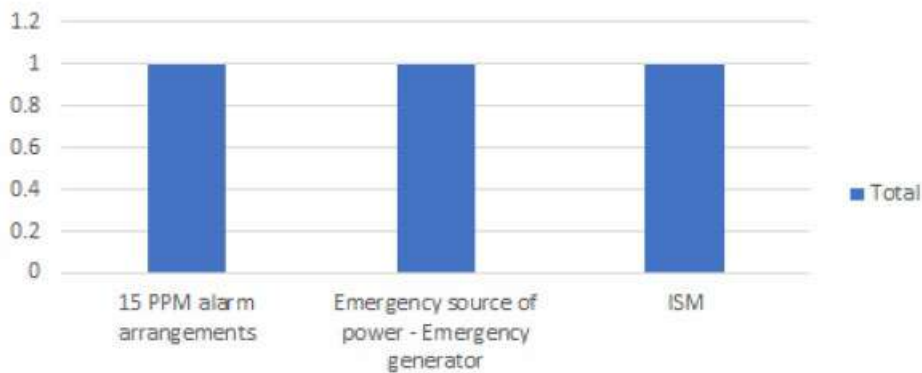
Tokyo MoU

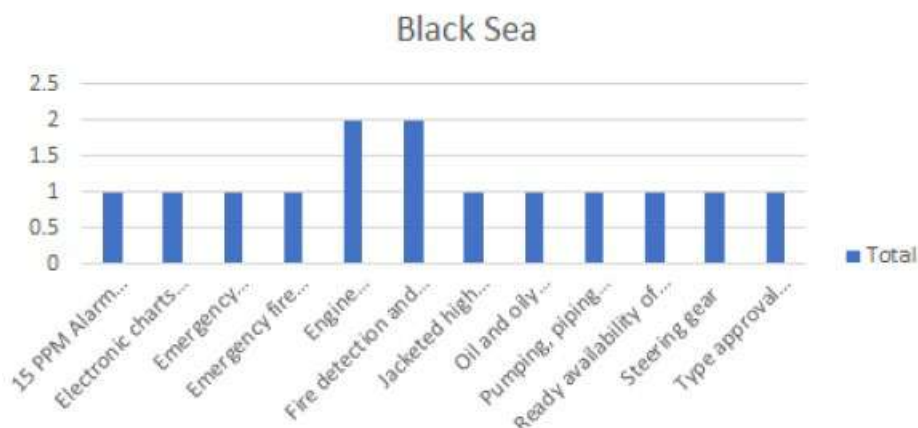


Paris MoU



Mediterranean MOU





4. Self-Inspection Program

The Technical Department of IMMARBE has developed a checklist (Annex I) highlighting all necessary items in order to confirm compliance with international and national requirements.

This checklist is to be used as an instrument to self-inspect Belize Flagged Vessels by its Master(s) allowing the prompt identification of deficiencies and their rectification prior to a Port State Control Inspection is performed.

It is also aimed to minimize the number of deficiencies found by a Port State Control Officer and finally to mitigate the possibility of having the vessel detained by a Port State Control Authority.

Deficiencies identified and reported by the Master will not be considered as a non-compliance; on the contrary, the identification of deficiencies will allow IMMARBE to assist in the proper rectification and closing of these deficiencies.

The Self-Inspection Checklist must be submitted to IMMARBE's Technical Department on monthly basis and within the first 5 days of each month except for those vessels found by a Port State Control Officer with 7 or more deficiencies. All vessels found with 7 or more deficiencies will be included in a Performance Improvement Plan (PIP) for non-compliant vessels.

This Performance Improvement Plan (PIP) will require the submission of the Self-Inspection Checklist twice a month for a period of 90 days. Vessels included in the Performance Improvement Plan must perform the first submission during the first 5 days and the second on the 15th of each month.

IMMARBE assures that a proper enforcement of the Self-Inspection Checklist onboard Belize flagged vessels will definitely reduce the amount of detentions; and the Owners, Operators and master's will be confident that their vessels will be in good national and international standards.



5. Action Required from Owners, ISM Operators, Masters, General Safety Inspectors and Recognized Organizations.

- 5.1 All Owners, ISM Operators and master's are required to take note on those ports with the most detentions as well with the most common deficiencies found onboard for proper actions as deemed necessary.
- 5.2 All Owners and ISM Operators must instruct their Masters onboard Belize Flagged Vessel to submit the self-inspection checklist as requested by this notice to IMMARBE Technical Department (Eng. Eduardo Simon (technicalofficer@immarbe.com), Mr. Anique Sabal (technicalofficer2@immarbe.com) and Ms. Sharon Escalante (techsupport@immarbe.com)). The information contained in the Self-Inspection Checklist must be verified and confirmed by the Designated Person Ashore (DPA).
- 5.3 Annual Flag Inspections to be carried by General Safety Inspectors from the date of effect of this notice shall ensure the verification of evidences of the submission of the self-inspection checklist to IMMARBE. Lack of evidence shall be considered as a deficiency due to non-compliance with Flag State Requirements.
- 5.4 Mandatory Surveys to be carried by a Recognized Organization from the date of effect of this notice shall ensure the verification of evidences of the submission of the self-inspection checklist to IMMARBE. Lack of evidence shall be considered as a deficiency due to non-compliance with Flag State Requirements.

6. Offences

- 6.1 Any Owner, ISM Operator or Master who disregards the provisions contained in this Merchant Shipping Notice can encounter disciplinary actions.
- 6.2 Any inaccurate information contained in the Self-Inspection Checklist will be considered as a False Statement and disciplinary actions can be considered
- The above is in accordance with our Statutory Instrument No. 56 of 1999, Registration of Merchant Ships Disciplinary Regulations 1999.



7. Date of Implementation

This Merchant Marine Notice is to be brought to the attention of Owners/ISM Operators, Masters and Seafarers and be implemented forthwith

Finally, if you have any queries or suggestions for the reduction of PSC deficiencies/detentions, kindly do not hesitate to contact us. In the meantime, we look to you to ensure that your vessels are in all respect compliant at all times, in the interest of the safety of your crew, cargo/passengers and the environment as well as the reputation of your vessel, its Owners/Operators and that of our Administration.

Look forward for your cooperation and assistance.

The Notice was issued in Belize city, Belize 19/1/2021

A blue ink signature of Eng. Eduardo Simon.

Eng. Eduardo Simon
Technical Manager
IMMARBE



A blue ink signature of Annette Garel.

AnnetteGarel(Mrs.)
Senior Deputy
Registrar IMMARBE



IMMARBE Self-Inspection Checklist

The Belize Administration requires the Owners/ISM Operators to provide their Masters' with the Self-Inspection Checklist in order to submit such to IMMARBEL within the first 5 days of each month.

SHIP NAME:		IMO NO:	
		GROSS TONNAGE:	
TYPE:		Date of submission:	
Name of ISM Company:			
Port(s) to be called:			

CERTIFICATES & DOCUMENTATION

Certificate	Valid & Correctly Endorsed (as applicable)		
	YES	NO	N/A
Flag Registry Certificate			
Class 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			
International Tonnage Certificate (ITC)			
International Load Line Certificate (ILLC)			
Cargo Ship Safety Construction Certificate (CSSCC)			
Cargo Ship Safety Equipment Certificate (CSSEC)			
Cargo Ship Safety Radio Certificate (CSSRC)			
International Oil Pollution Prevention Certificate (IOPPC)			
International Sewage Pollution Prevention Certificate (ISPPC)			
International Air Pollution Prevention Certificate (IAPPC)			
International Energy Efficiency Certificate (IEEC)			
Chemical Fitness Certificate			
Gas Fitness Certificate			
Grain Loading Certificate			
Document of Compliance with the Special Requirements for Ships Carrying Dangerous Goods			
Certificate of Inspection of Crew Accommodation (CICA)			
Safety Management Certificate (SMC)			
Document of Compliance (DOC)			



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International Ship Security Certificate (ISSC)			
Maritime Labour Certificate (MLC)			
Long Range Identification Tracking (LRIT)			
Antifouling System Statement of Compliance (AFS)			
Ballast Water Management Statement of Compliance (BWM)			
Carriage of Solid Bulk Cargoes Certificate			
Exemption Certificate(s) if any			

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			
Seafarers with security duties possess security training			

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 weathertight			
Draft marks and Plimsoll marks painted in different colour			
Plimsoll marks permanently marked on hull in accordance with the Load Line Certificate			



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MACHINERY & POLLUTION PREVENTION

ITEM	Addressed		
	YES	NO	N/A
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			



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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			
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			
Lifeboat release and retrieval system comply with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the LSA Code, as amended by resolution MSC.320(89) and relevant documentary evidence can be found on board			



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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)			
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)			



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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			
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			



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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.			
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 firefighting, 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".			



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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.			
Cyber risk assessment completed and the management Plan available on board.			

ISPS

ITEM	Addressed		
	YES	NO	N/A
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, 2006

ITEM	Addressed		
	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 SEA and CBA is in English language in case the ship is engaged in international voyages.			
The SEA signed between the seafarer and the shipowner includes all the requirements of Regulation 2.1, Standard A2.1.4 as well as national requirements of the flag State.			
The SEA includes a clause for early termination of contract that should not be less than seven days.			
The wages of each seafarer(s) engaged on board the ship are paid in accordance with the SEA and CBA, as applicable			
Each seafarer is provided with monthly statement of account that includes the monthly wage, additional payments, deductions and applied exchange rates. The monthly account does not indicate any unauthorized deductions.			
A table of shipboard working arrangements for all position, Hours of work and rest are signed by the Master (or a person authorized by the Master) and the seafarer; and 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.			
All seafarers engaged on board the ship are entitled to repatriation after a maximum 12 months period, in case of termination of the			



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agreement for justified reasons or when they cannot carry out their duties on board due to illness, injury etc. (refer to the SEA that should state the provisions for repatriation).			
Copy of the Financial security for repatriation (Regulation 2.5) and Financial security relating to shipowner's liability (Regulation 4.2) can be found on board and is easily accessible to seafarers.			
DMLC Part II in compliance with 2018 amendments to the MLC 2006.			
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.			
The seafarer assigned a ship's cook is over 18 years of age, trained, qualified and food competent according to the requirements of the flag State.			
For ships with less than 10 seafarers, the seafarers assigned for handling and processing food in the galley is adequately trained or instructed in areas including food and personal hygienic as well as handling and storage of food onboard.			
All seafarers are provided free of charge with health protection and medical care (including essential dental care) relevant to their duties.			
The ship is equipped with sufficient Personal Protective Equipment and all seafarers engaged on board are familiar with it.			
All seafarers on board the ship have a copy of the complaint procedure.			

OTHER REQUIREMENTS

ITEM	Addressed		
	YES	NO	N/A
Ballast Water Management Plan (BWMP) available and approved onboard.			
Ballast Water Management Record Book (BWMRB) available and updated onboard.			
Ballast Water Management Treatment System (BWMS) available and operational onboard.			
Shipboard Emergency Efficiency Management Plan (SEEMP) available and approved onboard			
Compliance with MARPOL Annex VI Regulation 22A – Data Collection System for fuel oil consumption of ships.			
Statement of Compliance in accordance with the Hong Kong Convention or European Union Ship recycling Regulation (EU-SRR) available on board.			

If any of the items outlined in this checklist are not in good working condition or found not in compliance, the crew should take appropriate steps for a corrective action to be implemented prior to arrival into port. Please contact IMMARBEL Head Office through technicalofficer@immarbe.com; technicalofficer2@immarbe.com and techsupport@immarbe.com for further assistance.



DEFICIENCIES

NOTE 1: A full photo report (Hull, Main Deck, Mooring Stations, Cargo Spaces, Navigational Bridge, Accommodations, Engine Room, Machinery Spaces, etc.) must be submitted on quarterly basis (January, April, July, and October). At least two photos per area with the date inserted in each photo.

NOTE 2: Any deficiency found should be supported by a photo or any other type of evidence.

NOTE 3: Crew list and SEA need to be attached as required in STCW items on quarterly basis (February, May, August, and November).

NOTE 4: Next ports to be called are required in order for IMMARBE to confirm the current trading area of its fleet

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

Master Name and Signature: _____

DPA Name and Signature: _____

Vessel seal to be stamped: