

United States Coast Guard



FOREIGN PASSENGER VESSEL INITIAL CERTIFICATE OF COMPLIANCE EXAM PROCESS GUIDE

DIRECTIONS FOR USE

This booklet:

-Is designed to assist qualified Foreign Passenger Vessel Examiners (FPVE's) with completing the Initial Certificate of Compliance (Initial COC) examination in a comprehensive manner while walking each deck from bow to stern.

-Contains an extensive list of systems and equipment that may be examined during an Initial COC exam. It is a memory jogger and should not be construed as an exhaustive check list of examination procedures.

-Does not establish or change Federal laws or regulations. Refer to IMO publications, CFR's, the Port State Control Job Aid, NVIC's, MMS work instructions, and any locally produced guides for specific regulatory references.

Foreign Passenger Vessel Exam Policy:

All foreign-flagged passenger vessels that embark passengers in the United States or make port calls in the United States with U.S. citizens as passengers are required to hold Certificates of Compliance (COC (CG-3585)). Additionally, existing vessels that return to service in the United States more than one year after the annual COC expired and more than 5 years since the last Coast Guard Marine Safety Center (MSC) vessel plan review are subject to complete an Initial COC exam.

As per 46 USC 3505: the Coast Guard will prevent a foreign vessel carrying a citizen of the United States as a passenger or embarking passengers from a United States port may not depart from a United States port if the Secretary finds that the vessel does not comply with the standards stated in the International Convention for the Safety of Life at Sea to which the United States Government is currently a party

Exceptions: The Coast Guard will not require foreign passenger vessels calling at U.S. ports, which do not embark passengers and do not carry U.S. citizens as passengers, to participate in the Initial COC process. The Coast Guard will target and examine such a vessel for PSC, security boarding, and/or a MTSA/ISPS Compliance examination to verify compliance with U.S. laws and international treaties in accordance with current policies.

The Initial COC Process: The Initial COC process consists of the following steps, listed in the order that they should occur:

- Plan review for the final "as built" condition of the vessel;
- SFP examination (note this step may be part of an Initial Certificate of Compliance and not limited to new vessels and major conversions);
- Assessment for the Initial COC; and
- The Initial COC.

Waste Streams: Major components of each waste stream as identified in NVIC 4-04 Environmental Inspection Checklist shall be verified as operational and onboard.

Drills: Drills shall be evaluated in accordance with the ship's established onboard training and instructions. Review the ships written procedures to determine what to expect in terms of crew duties and actions during the drill to include crowd control, crisis management scenario(s) and evacuation contingencies.

References:

- NVIC 4-04 Environmental Inspection Checklist
- Initial Foreign Passenger Vessel Examiners Tactics, Techniques, and Procedures (TTP) – CGTTP 3-72.5

Foreign Passenger Vessel Data for MISLE

Vessel Name		IMO Number	
Classification Society		Flag State	
ISM Issuer:			
Outstanding conditions of class or non-conformities Y <input type="checkbox"/> N <input type="checkbox"/>			
Special Notes in MISLE Y <input type="checkbox"/> N <input type="checkbox"/>		Operational Controls Placed on Vessel Y <input type="checkbox"/> N <input type="checkbox"/>	
Call Sign		Length of Vessel	
Net Tons	Deadweight	Gross Tons	
Keel Laid Date	Delivery Date	Last Conversion Date	
Propulsion		Horsepower	
Steering Type		Number of shafts / Pods	
Emergency Contact Information			
Bilge Pump Number		Capacity	Units
Fire Pump Number		Capacity	Units
Lifeboats	Rescue Boats	Tenders	Life rafts
Life Raft Davits	MES	WTDs	Semi-WTD
Total Passengers	Total Crew	Total Onboard	

Structural Fire Protection Review

- Fire Insulation
- Enclosed escape stairways
- Escape routes
- Fire boundary penetrations
- Fire and smoke dampers and ventilation arrangements
- Draft stops
- Space categorization
- Smoke detector and sprinkler arrangements

Assessment Examination

- Plan review completed by MSC
- Plans onboard for Initial COC exam
 - Structural fire protection plans of bulkheads and decks
 - Means of escape diagrams
 - Fire Control Plans
- SFP exam completed
- Determine if any changes have been made to vessel since plan review
- Major systems inspected and tested by Administration or RO on their behalf.
- Any outstanding plan review comments.
- RO ready to issue PSSC

Certificates

Document Name	Agency	Port Issued	Date Issued	Expiration Date	Last Endorsed
Certificate of Registry					
Classification Document					
International Tonnage Certificate (ITC)					
Passenger Ship Safety Certificate (PSSC)					
International Load Line Certificate					
Document of Compliance (DOC)(ISM)					
Safety Management Certificate (SMC)					
Safe Manning Certificate					
International Oil Pollution Prevention Certificate (IOPP)					
International Air Pollution Prevention Certificate (IAPP)					
Engine IAPP (EIAPP) (for each engine) & EIAPP Supplements					
International Energy Efficiency Certificate (IEEC)					
Ship Energy Efficiency Management Plan (SEEMP)					
International Ship Security Certificate (ISSC)					
Continuous Synopsis Record (CSR)					

TEAM ONE: Inspection team lead, OCMI in charge

- Vessel documents, records, logs and crew licenses
- Signage is clearly visible and pointing in direction of egress throughout
- Proper space categorization through area
- ILO-147 (crew cabins, hospital spaces)
- CVSSA hospital spaces (sexual assault kits, anti-retroviral medications, staff credentials, access to free means of communication and logs)
- CVSSA compliance (embassy contact information, cabin security latches peep holes and rail height)
- Main and emergency fire pumps, and topping pump if installed
- Fixed gaseous fire extinguishing systems (instructions and alarms)
- Section valves (flow alarms, tamper alarms)
- Sprinkle/water mist system (breaking of at least on nozzle)
- Drencher system (unobstructed, intact, activation valve placement).
- Smoke extraction system (automation test and function test)
- Navigation equipment
- Main propulsion emergency shut down and EOT
- Steering gear (pilot house and local control, alarms)
- Transitional power test (E/lighting, PA and general alarm function, egress)
- Lifeboats and rescue boats (condition, equipment).
- Davit systems (condition, operation, wire rope replacement)
- Life rafts (storage, markings, obstructions, hydrostatic release)
- Marine evacuation system (MES) (operating instructions and crew training)
- Lifesaving equipment (ring buoys, life jackets)
- Muster stations and embarkation areas (lighting, signage and instructions)
- Laundry spaces (stowage, cleaning, and maintenance of lint screens/traps)
- Saunas (materials, escape routes)
- Refers and cold storage (escapes and alarms)
- Cabin balconies (furnishings, fire extinguishing)

TEAM TWO: Typically conducted by MSC personnel

- Emergency exits (properly marked and not blocked, EEEDs)
- Signage is clearly visible and pointing in direction of egress throughout
- Proper space categorization through area
- Technical lockers and fire stations (fireman's outfit, stowage).
- Fire alarms, manual call points and smoke/heat detectors (operation, addressable, audible alarm if equipped)
- Fire control plan (reflects as onboard vessel)
- Damage control plan (counter flooding measures)
- Galley equipment and hood fire fighting systems (Operation, rolling shutters and alarms)
- Fire shutters in galley ventilation systems
- Fire screen doors (local control, bridge indication panel)
- Accommodation spaces remote ventilation shutdowns and fire damper closure
- Smoke extraction system (automation test and function test)
- Transitional power test (E/lighting, PA and general alarm function, egress)

TEAM THREE: Typically conducted by first port and CSNCOE

- Emergency exits (properly marked and not blocked, EEEDs).
- Signage is clearly visible and pointing in direction of egress
- Proper space categorization through area.
- Main and emergency fire pumps and topping pump if installed.
- Fixed gaseous fire extinguishing systems (instructions and alarms)
- Section valves (flow alarms, tamper alarms).
- Sprinkle/water mist system; topping pumps, pump failures
- Fixed local application fire extinguishing system (automatic and manual mode)
- Machinery space remote ventilation shutdowns and fire damper closure
- Smoke extraction system (automation test and function test)
- Pollution prevention equipment (OWS, MSD, garbage room, incinerator)
- Bunkering stations (emergency shut downs, communications, containment, hydrostatic testing transfer hoses).
- Bilge pumping systems (alarms and pumps)
- International shore connection (bolts, nuts and washers)
- Main propulsion emergency shut down and EOT
- Steering gear (pilot house and local control, alarms)
- Remote shut downs fuel valves, transfer pumps and purifiers
- Emergency generator (secondary means of starting, emergency air compressor)
- Transitional power test (E/lighting, PA and general alarm function, egress)
- Flooding detection system alarms
- Water tight doors (local and remote).
- Flammable liquid lockers (approved spaces, fire fighting).

Smoke Extraction Test

Automation test

- Ensure the fans are placed in automatic operation.
- Activate a smoke detector located within the boundaries of the atrium.
- Verify that the fans start automatically and effectively extract air from the space.
- Verify the doors in the fire boundaries for the atrium automatically close if so designed to.

Function test

- Place the atrium smoke extraction system in the manual mode of operation, or otherwise temporarily disable the system so the atrium is filled with smoke using a smoke-generating machine.
- Manually close all fire doors to the atrium.
- Fill the space with smoke. Verify that the smoke has been spread at all levels of the space and that the visibility is reduced to approximately 1 meter (3 feet).
- Once the atrium has been completely filled with smoke, manually start the smoke extraction fans. If the extraction fans are part of the normal ventilation system an allowance of some additional time for the fire dampers to open is authorized. Ensure there is agreement on this before the test. Note the time.
- Continue to run the extraction fan for a period of 10 minutes or until the smoke has cleared from the atrium. During the 10 minute period of the test, the atrium doors remain closed. After the smoke is clear, ensure all escape doors, especially those that open outwards, function properly while the fans are operating.
- Secure from test. The test is satisfactory if within 10 minutes of the starting of the smoke control system the entire space is sufficiently free of smoke so that on each level, an exit sign adjacent to an exit door can be observed from a position or positions approximately equidistant from all exit doors; and that the system is capable of maintaining a negative pressure in relation to the surrounding spaces. Verify that the negative pressure does not impair the operation of escape doors.

Transitional Power Test

- Clear the vessel of all nonessential personnel.
- Open all WTDs, SWTDs and fire screen doors.
- Divide vessel up ensuring all decks, including embarkation decks, are covered (teams equipped with communications and keys to all locked spaces).
- Secure all main power sources. Verify emergency generator starts and comes on-line automatically.
- Confirm elevators have moved to programmed location.
- Verify operation of emergency fire, bilge and steering pumps.
- Verify operation of navigation lights (emergency lighting).
- Secure emergency generators, vessel is now on transitional power.
- Bridge closes all watertight doors. (Demonstrate one closing using stored energy).
- Bridge closes all fire screen doors and semi-watertight doors.
- Continuously sound music via the PA system. Sound the general alarm every 5 minutes.
- Tour all spaces throughout vessel to ensure general alarm, PA system; LLL and emergency lights are operating and adequate.
- During the tour of the vessel, fully open and close watertight doors completing the required three cycles using stored energy. Operate a random number of sliding fire screen doors 10 times under stored energy. Identify any fire screen doors that are not fully closed.
- Test fire alarms, manual operated call points and sprinkler section valves.
- After thirty minutes, take a battery reading and start emergency generator. More than a 12 percent drop from nominal voltage is a failed test. Continue with tour of vessel under emergency generator until entire vessel is examined.

Ro-Ro Addendum

Escape Requirements

- Escape routes from the machinery spaces.
- Two means of escape from ro-ro spaces (fore and aft).
- Simple “mimic” plans showing “you are here” position and escape routes marked by arrows are prominently displayed in each cabin and public spaces.
- Handrails or handholds provided in corridors along entire escape route.

Electrical Requirements

- All public spaces and alleyways are provided with supplementary electric lighting.
- A portable rechargeable battery operated lamp is provided in every crew space alleyway, recreational space and every working space is normally occupied unless supplementary emergency lighting is provided.

Stability Management

- Vehicle ramp openings are weathertight and have alarms and indicators that sound at the navigation bridge.
- Television surveillance and water leakage detection installed.
- Special category and ro-ro spaces are continuously patrolled or monitored by effective means (i.e. television surveillance).
- Posted operating procedures for closing and securing all shell doors, loading doors and other closing appliances.

Special Requirements

- Special category and ro-ro spaces contain a power ventilation system separate from other ventilation systems.
- Means provided on navigation bridge loss of required ventilation.
- Arrangements provided a rapid shutdown and effective closure of the ventilation system from outside the space.

- Vehicle spaces and ro-ro spaces which are not special category spaces and are capable of being sealed from a location outside of the cargo spaces are fitted with a fixed gas fire-extinguishing system.
- Ro-ro and vehicle spaces not capable of being sealed and special category spaces are fitted with an approved fixed pressure water-spraying system for manual operation which can protect all parts of any deck and vehicle platform.
- Spaces above the bulkhead deck, scuppers are fitted to ensure water is rapidly discharged directly overboard when fixed pressure-spraying fire extinguishing systems are provided.
- Portable fire extinguishers are provided at each deck level in each hold or compartment where vehicles are carried and spaced no more than 20 m apart on both sides of the space.
- Three water-fog applicators.
- One portable foam applicator unit.

Lifesaving Requirements

- At least on rescue boat is a fast rescue boat approved by the administration.
- At least two crews are trained and drilled regularly.
- Every liferaft is provided with float-free stowage arrangements.
- Every liferaft is fitted with a boarding ramp.
- Every liferaft is either automatically self-righting or be a canopied reversible liferaft.
- Liferafts are fitted with a radar responder in the ratio of one transponder for every four liferafts. Containers of liferafts fitted with transponders are clearly marked.
- A means of rapidly recovering survivors from the water and transferring from rescue units or survival craft to the ship.
- Sufficient numbers of lifejackets stowed in the vicinity of the muster stations.
- Each lifejacket is fitted with a light complying with the requirements of the Code.

Drills

Coordinate the timing of drills with the Master and/or ship's Safety Officer IAW ships written procedures. They should determine the drill location and progression (Determine beforehand what props, such as smoke, are used by the crew).

Review the ships written procedures to determine what to expect in terms of crew duties and actions during the drill to include crowd control, crisis management scenario(s) and evacuation contingencies. Evaluate drills (fire, abandon ship) according to these procedures.

Note: If crew appears unfamiliar with their duties or incapable of safely responding, request that the drill be stopped. Notify the Master that the drill was unsuccessful and that additional training and/or additional exercises are necessary. Provide the crew with at least one additional opportunity to demonstrate competency before detaining the vessel.

Type of drill held.

Drill Location:

How was the drill initiated?

Did the ship's general alarm sound throughout vessel?

Was liferaft the same size as those utilized on the vessel?

Debrief with Master and ship's Officers

TEAM ONE

FIRE DRILL: Bridge

- Communications between bridge and emergency teams.
- Were Fire Control plans available and used?
- Was a log being kept?
- Were messages sent?
- Was there an assigned GMDSS Operator and did he/she have other duties?

PASSENGER EVACUATION: Bridge

- Were orders given for each step of evacuation?
- Was loss of muster area by fire considered (if applicable)?
- Was positive control kept even after abandon ship order given?

ABANDON SHIP: Liferaft deployment / MES

- Question of life raft davit crew for competency (if applicable)
- Was there positive control of the deck?
- Witness deployment of life raft (if applicable)
- Question MES crew for competency (if applicable)

TEAM TWO

FIRE DRILL: Boundaries, staging areas, and medical teams

- Were fire boundaries surrounding the affected area set?
- Was equipment for cooling boundaries laid out and used?
- Were fire screen doors throughout area closed?
- Adjacent spaces in the affected area evacuated and marked?
- Was the power secured in the affected areas? Ventilation?
- PA heard throughout area, even after power secured?
- Staging area had proper command and control?
- Staging area located in safe area?
- Were medical teams available?
- Did medical teams have necessary equipment available, and did they utilize the appropriate route of egress?

PASSENGER EVACUATION: Stairway and muster stations

- Are stairway guides in place?
- Are they properly identified?
- Are muster stations clearly marked?
- Are life jackets available along evacuation route?
- Is someone in charge of muster area? Second PIC assigned?

ABANDON SHIP: Inboard side lifeboats / tenders

- Check boat equipment, question boat crews.
- Witness operation of boat engines and operation of rudders.
- Question of life raft davit crew for competency (if applicable)
- Was there positive control of the deck?

TEAM THREE

FIRE DRILL: On scene, and fire party organization

- Was there positive control of the team by the leader?
- Was the equipment kept clear of the fire doors and fire parties?
- Was smoke control a factor?
- Were hoses properly laid out and handled?
- Was the power secured in the affected areas? Ventilation?
- PA heard throughout area, even after power secured?
- Firefighter's outfits properly donned and include all gear?

PASSENGER EVACUATION: Stairway and muster stations

- Are stairway guides in place?
- Are they properly identified?
- Are muster stations clearly marked?
- Are life jackets available along evacuation route?
- Is someone in charge of muster area? Second PIC assigned?

ABANDON SHIP: Outboard side and outboard lifeboats / tenders

- Check boat equipment, question boat crews.
- Boats are turned out and lowered to deck without incident.
- Witness operation of boat engines and operation of rudders.
- Witness disconnect of boat hooks.
- Witness deployment and retrieval of fast rescue boats.
- Was there positive control of the deck?

Table 9.1 Bulkheads not bounding either main vertical zones or horizontal zones

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	
Control Stations	(1)	B-0a	A-0	A-0	A-0	A-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60
Stairways	(2)		A-0a	A-0	A-0	A-0	A-0	A-15	A-15	A-0c	A-0	A-15	A-30	A-15	A-30
Corridors	(3)			B-15	A-60	A-0	B-15	B-15	B-15	B-15	A-0	A-15	A-30	A-0	A-30
Evacuation stations and external escape routes	(4)					A-0	A-60b,d	A-60b,d	A-60b,d	A-0d	A-0	A-60b	A-60b	A-60b	A-60b
Open deck spaces	(5)						A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Accommodation spaces of minor fire risk	(6)						B-0	B-0	B-0	C	A-0	A-0	A-30	A-0	A-30
Accommodation spaces of moderate fire risk	(7)							B-0	B-0	C	A-0	A-15	A-60	A-15	A-60
Accommodation spaces of greater fire risk	(8)								B-0	C	A-0	A-30	A-60	A-15	A-60
Sanitary & similar spaces	(9)									C	A-0	A-0	A-0	A-0	A-0
Tanks, voids and auxiliary machinery spaces having little or no fire risk	(10)										A-0a	A-0	A-0	A-0	A-0
Auxiliary machinery spaces cargo spaces, cargo and other oil tanks and similar spaces of moderate fire risk	(11)											A-0a	A-0	A-0	A-15
Machinery space and main galleys	(12)												A-0a	A-0	A-60
Store-rooms, workshops, pantries, etc.	(13)													A-0a	A-0
Other spaces in which flammable liquids are stowed	(14)														A-30

Table 9.2 Decks not forming steps in main vertical zones nor bounding horizontal zones

Space below\ Space above →	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Control Stations (1)	A-30	A-30	A-15	A-0	A-0	A-0	A-15	A-30	A-0	A-0	A-0	A-60	A-0	A-60
Stairways (2)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-30	A-0	A-30
Corridors (3)	A-15	A-0	A-0a	A-60	A-0	A-0	A-15	A-15	A-0	A-0	A-0	A-30	A-0	A-30
Evacuation stations and external escape routes (4)	A-0	A-0	A-0	A-0	-	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Open deck spaces (5)	A-0	A-0	A-0	A-0	-	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Accommodation spaces of minor fire risk (6)	A-60	A-15	A-0	A-60	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Accommodation spaces of moderate fire risk (7)	A-60	A-15	A-15	A-60	A-0	A-0	A-15	A-15	A-0	A-0	A-0	A-0	A-0	A-0
Accommodation spaces of greater fire risk (8)	A-60	A-15	A-15	A-60	A-0	A-15	A-15	A-30	A-0	A-0	A-0	A-0	A-0	A-0
Sanitary & similar spaces (9)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Tanks, voids and auxiliary machinery spaces having little or no fire risk (10)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0a	A-0	A-0	A-0	A-0
Auxiliary machinery spaces cargo spaces, cargo and other oil tanks and similar spaces of moderate fire risk (11)	A-60	A-60	A-60	A-60	A-0	A-0	A-15	A-30	A-0	A-0	A-0a	A-0	A-0	A-30
Machinery space and main galleys (12)	A-60	A-60	A-60	A-60	A-0	A-60	A-60	A-60	A-0	A-0	A-30	A-30a	A-0	A-60
Store-rooms, workshops, pantries, etc. (13)	A-60	A-30	A-15	A-60	A-0	A-15	A-30	A-30	A-0	A-0	A-0	A-0	A-0	A-0
Other spaces in which flammable liquids are stored (14)	A-60	A-60	A-60	A-60	A-0	A-30	A-60	A-60	A-0	A-0	A-0	A-0	A-0	A-0

Notes: To be applied to tables 9.1 and 9.2, as appropriate.

a Where adjacent spaces are in the same numerical category and superscript "a" appears, a bulkhead or deck between such spaces need not be fitted if deemed unnecessary by the Administration. For example, in category (12) a bulkhead need not be required between a galley and its annexed pantries provided the pantry bulkhead and decks maintain the integrity of the galley boundaries. A bulkhead is, however, required between a galley and machinery space even though both spaces are in category (12).

b The ship's side, to the waterline in the lightest seagoing condition, superstructure and deckhouse sides situated below and adjacent to liferafts and evacuation slides may be reduced to "A-30".

c Where public toilets are installed completely within the stairway enclosure, the public toilet bulkhead within the stairway enclosure can be of "B" class integrity.

d Where spaces of categories (6), (7), (8) and (9) are located completely within the outer perimeter of the assembly station, the bulkheads of these spaces are allowed to be of "B-0" class integrity. Control positions for audio, video and light installations may be considered as part of the assembly station.

(1) Control stations

Spaces containing emergency sources of power and lighting, the ship's radio equipment, centralized fire alarm equipment, centralized emergency public address system stations and equipment, Wheelhouse and chartroom, Fire control stations, Control room for propulsion machinery when located outside the propulsion machinery space.

(2) Stairways

Interior stairways, lifts, totally enclosed emergency escape trunks, and escalators (other than those wholly contained within the machinery spaces) for passengers and crew and enclosures thereto. In this connection, a stairway which is enclosed at only one level shall be regarded as part of the space from which it is not separated by a fire door.

(3) Corridors

Passenger and crew corridors and lobbies.

(4) Evacuation stations and external escape routes

Survival craft stowage area, Open deck spaces and enclosed promenades forming lifeboat and liferaft embarkation and lowering stations, Assembly stations, internal and external. External stairs and open decks used for escape routes. The ship's side to the waterline in the lightest seagoing condition, superstructure and deckhouse sides situated below and adjacent to the liferaft and evacuation slide embarkation areas.

(5) Open deck spaces

Open deck spaces and enclosed promenades clear of lifeboat and liferaft embarkation and lowering stations. To be considered in this category, enclosed promenades shall have no significant fire risk, meaning that furnishings shall be restricted to deck furniture. In addition, such spaces shall be naturally ventilated by permanent openings. Air spaces (the space outside superstructures and deckhouses).

(6) Accommodation spaces of minor fire risk

Cabins, offices and dispensaries containing furniture and furnishings of restricted fire risk, Public spaces containing furniture and furnishings of restricted fire risk and having a deck area of less than 50 m².

(7) Accommodation spaces of moderate fire risk

Spaces as in category (6) above but containing furniture and furnishings of other than restricted fire risk, Public spaces containing furniture and furnishings of restricted fire risk and having a deck area of 50 m² or more, Isolated lockers and small store-rooms in accommodation spaces having areas less than 4 m² (in which flammable liquids are not stowed), Motion picture projection and film stowage rooms, Diet kitchens (containing no open flame), Cleaning gear lockers and Laboratories (in which flammable liquids are not stowed), Pharmacies, Small drying rooms (having a deck area of 4 m² or less), Specie rooms and Operating rooms.

(8) Accommodation spaces of greater fire risk

Public spaces containing furniture and furnishings of other than restricted fire risk and having a deck area of 50 m² or more, Sale shops, Barber and beauty parlors, Saunas.

(9) Sanitary and similar spaces

Communal sanitary facilities, showers, baths, water closets, etc., Small laundry rooms, Indoor swimming pool area, Isolated pantries containing no cooking appliances in accommodation spaces, Private sanitary facilities shall be considered a portion of the space in which they are located.

(10) Tanks, voids and auxiliary machinery spaces having little or no fire risk.

Water tanks forming part of the ship's structure, Voids and cofferdams, Auxiliary machinery spaces which do not contain machinery having a pressure lubrication system and where storage of combustibles is prohibited, such as: ventilation and air-conditioning rooms; windlass room; steering gear room; stabilizer equipment room; electrical propulsion motor room; rooms containing section switchboards and purely electrical equipment other than oil-filled electrical transformers (above 10 kVA); shaft alleys and pipe tunnels; and spaces for pumps and refrigeration machinery (not handling or using flammable liquids). Closed trunks serving the spaces listed above, Other closed trunks such as pipe and cable trunks.

(11) Auxiliary machinery spaces, cargo spaces, cargo and other oil tanks and other similar spaces of moderate fire risk

Cargo oil tanks. Cargo holds, trunkways and hatchways. Refrigerated chambers. Oil fuel tanks (where installed in a separate space with no machinery). Shaft alleys and pipe tunnels allowing storage of combustibles. Auxiliary machinery spaces as in category (10) which contain machinery having a pressure lubrication system or where storage of combustibles is permitted. Oil fuel filling stations. Spaces containing oil-filled electrical transformers (above 10 kVA). Spaces containing turbine and reciprocating steam engine driven auxiliary generators and small internal combustion engines of power output up to 110 kW driving generators, sprinkler, drencher or fire pumps, bilge pumps, etc. Closed trunks serving the spaces listed above.

(12) Machinery spaces and main galleys

Main propulsion machinery rooms (other than electric propulsion motor rooms) and boiler rooms. Auxiliary machinery spaces other than those in categories (10) and (11) which contain internal combustion machinery or other oil-burning, heating or pumping units. Main galleys and annexes Trunks and casings to the spaces listed above.

(13) Store-rooms, workshops, pantries, etc.

Main pantries not annexed to galleys. Main laundry. Large drying rooms (having a deck area of more than 4 m²). Miscellaneous stores. Mail and baggage rooms. Garbage rooms. Workshops (not part of machinery spaces, galleys, etc.). Lockers and store-rooms having areas greater than 4 m², other than those spaces that have provisions for the storage of flammable liquids.

(14) Other spaces in which flammable liquids are stowed

Paint lockers. Store-rooms containing flammable liquids (including dyes, medicines, etc.). Laboratories (in which flammable liquids are stowed)

Conversions:

Temperature: Fahrenheit = Celsius ($^{\circ}\text{F} = 9/5 (^{\circ}\text{C} + 32) / ^{\circ}\text{C} = 5/9 (^{\circ}\text{F} - 32)$)					
0	=	-17.8	80	=	26.7
200	=	93.3	90	=	32.2
32	=	0	100	=	37.8
40	=	4.4	110	=	43.3
50	=	10.0	120	=	48.9
60	=	15.6	150	=	65.6
70	=	21.1	200	=	93.3
250	=	121.1	300	=	148.9
400	=	204.4	500	=	260
1000	=	537.8			
Pressure: Bars to PSI (1 bar = 14.5037738 pounds per square inch)					
1 Bar	=	14.5 psi	5 Bars	=	72.5 psi
2 bars	=	29.0 psi	6 Bars	=	87.0 psi
3 Bars	=	43.5 psi	7 Bars	=	101.5 psi
4 Bars	=	58.0 psi	8 Bars	=	116.0 psi
			9 Bars	=	130.5 psi
			10 Bars	=	145.0 psi

**Sample Initial COC exam template
Day one Initial COC exam**

Time	Team 1 Item	Team 2 Item	Team 3 Item
	Introduction Meeting		
	<ul style="list-style-type: none"> Lifeboats and rescue boats Life rafts and davits 	<ul style="list-style-type: none"> Material certificates and fire load calculation documentation Damage Control Plan 	<ul style="list-style-type: none"> Bilge System Flooding detection system Cross flooding
	<ul style="list-style-type: none"> Mooring drencher Fire pump hose test Water sprinkler system Sprinkler section valves 	<ul style="list-style-type: none"> Accommodation spaces ventilation remote shutdown Fire dampers -Group release 	<ul style="list-style-type: none"> Local fire application test Fire pump test Sprinkler pump test
	Lunch Break		
	<ul style="list-style-type: none"> Lifesaving Equipment 	<ul style="list-style-type: none"> Fire Control Plan 	<ul style="list-style-type: none"> Emergency generator space
	<ul style="list-style-type: none"> Portable firefighting equipment Muster stations Assembly stations 		<ul style="list-style-type: none"> Machinery space CO2 system Transitional battery space Garbage room Incinerator
	Daily Summary Meeting		
	Break (may include dinner)		
	Pre Meeting for Transitional Power Test		
	Emergency Source of Power and Transitional Source of Power		

**Sample Initial COC exam template
Day two Initial COC exam**

Time	Team 1 Item	Team 2 Item	Team 3 Item
	Morning Meeting		
	<ul style="list-style-type: none"> Steering Gear Test Remote Propulsion Shutdown E/O Telegraph 	<ul style="list-style-type: none"> Fire Control Plan (continue) 	<ul style="list-style-type: none"> Steering Gear Test Remote Propulsion Shutdown E/O Telegraph
	Smoke Extraction Automation Test		
	<ul style="list-style-type: none"> Storage areas Category 14 spaces Laundry Rooms - Launderettes Saunas 	<ul style="list-style-type: none"> Galley Fire Suppression Fire Shutter Test Test galley screens 	<ul style="list-style-type: none"> Watertight doors Splash doors
	Lunch Break		
	Smoke Extraction Function Test		
	<ul style="list-style-type: none"> ILO <ul style="list-style-type: none"> Food Storage Sanitation Hospital CVSSA compliance 	<ul style="list-style-type: none"> Fire screen doors 	<ul style="list-style-type: none"> Quick closing valves Remote fuel oil transfer pump shutdown Remote fuel oil purifier shutdown
	<ul style="list-style-type: none"> Navigation Equipment Navigation Light Panel Radar, Radios 	<ul style="list-style-type: none"> Fire alarms Smoke/heat detectors Manual call points 	<ul style="list-style-type: none"> Machinery spaces ventilation remote shutdown Machinery spaces fire dampers remote closure
	Daily Summary Meeting		

Sample Initial COC exam template Day three Initial COC exam			
Time	Team 1 Item	Team 2 Item	Team 3 Item
	Morning Meeting		
	<ul style="list-style-type: none"> • Document Check -SOPEP -COFR -SOLAS • Training Man 	<ul style="list-style-type: none"> • Fire alarms • Smoke/heat detectors • Manual call points (continued) 	<ul style="list-style-type: none"> • Bunkering Station • Standard discharge connection • Oil Transfer Procedures • Fuel oil containment • Marine Sanitation Device • Pollution placarding • Oily Water Separator
	<p>Fire and Abandon Ship Drill (If issuing the COC to vessel at completion of exam) -a CO2 covered machinery space should be utilized for the fire drill</p>		
	Finish uncompleted examination tests		
	Lunch Break		
	Finish uncompleted examination tests		
	Summary Meeting Closing		