

United States Coast Guard



FOREIGN GAS CARRIER Job Aid

Name of Vessel:	Flag: <input type="checkbox"/> No Change
IMO Number:	Activity Number:
Date Completed:	Priority:
Location:	
Certificate of Compliance: <input type="checkbox"/> Issued <input type="checkbox"/> Endorsed	
Vessel Built in Compliance with SOLAS: 60 74 74/78 NA	
Port State Control Officer & Examiners 1. _____ 3. _____ 2. _____ 4. _____	

Job Aid FGCE
Rev. Aug 2014

Use of Foreign Gas Carrier Job Aid

This examination book is intended to be used as a job aid by Coast Guard Port State Control Officers (PSCOs) during Certificate of Compliance examinations of foreign-flagged liquefied or compressed gas tank vessels and cargo monitors. This book contains an extensive list of possible examination items. It is not, however, the Coast Guard's intention to "examine" all items listed. As a port state responsibility, PSCOs must verify that the vessels and their crews are in substantial compliance with international conventions and applicable U.S. laws. The depth and scope of the examination must be determined by the PSCOs based on the condition of the ship, operation of its systems and the competency of the ship's crew.

This Job Aid cites SOLAS regulations from the 2009 Consolidated Edition (SOLAS 09). In some cases, the regulations in SOLAS 09 may not apply due to the keel laid date of the vessel. PSC personnel must pay close attention to the applicability dates of the SOLAS chapters and regulations when conducting PSC exams.

This Job Aid does not establish or change Federal laws or regulations. References given are only general guides. Refer to IMO publications, CFR's, the Port State Control Job Aid or NVIC's for specific regulatory references.

NOTE: *Additional information for procedures applicable to conducting foreign tank vessel examinations may be found in MSM Volume II, Chapter D6: Procedures Applicable to Foreign Tank Vessels. In addition to the CG Confined Space Entry Policy COMDTINST 5100.47, change 11, Gas Dangerous Spaces as defined in 46 CFR 154.47 and IGC Code 1.4.16, represent additional workplace hazards.*

Guide to Examinations:

Pre-inspection Items

- Review MISLE records
- Obtain copies of forms to be issued

Post-inspection Items

- Issue letters/certificates to vessel
 - Form A
 - Form B
 - COC
- Complete MISLE entries within 48 hours

Conversions:

Distance and Energy				
Kilowatts (kW)	X	1.341	=	Horsepower (hp)
Feet (ft)	X	3.281	=	Meters (m)
Long Ton (LT)	X	.98421	=	Metric Ton (t)
Liquid (NOTE: Values are approximate.)				
Liquid	bb/LT	m ³ /t	bb/m ³	bb/t
Freshwater	6.40	1.00	6.29	6.29
Saltwater	6.24	.975	6.13	5.98
Heavy Oil	6.77	1.06	6.66	7.06
DFM	6.60	1.19	7.48	8.91
Lube Oil	7.66	1.20	7.54	9.05
Weight				
1 Long Ton	=	2240 lbs	1 Metric Ton	= 2204 lbs
1 Short Ton	=	2000 lbs	1 Cubic Foot	= 7.48 gal
1 Barrel (oil)	=	5.61 ft = 42 gal = 6.29 m ³	1 psi	= .06895 Bar = 2.3106 ft of water
Temperature: Fahrenheit = Celsius (°F = 9/5 °C + 32 and °C = 5/9 (°F – 32))				
0	=	-17.8	80	= 26.7
32	=	0	90	= 32.2
40	=	4.4	100	= 37.8
50	=	10.0	110	= 43.3
60	=	15.6	120	= 48.9
70	=	21.1	150	= 65.6
200	=	93.3	300	= 148.9
250	=	121.1	400	= 204.4
300	=	148.9	500	= 260
400	=	204.4	1000	= 537.8
Pressure: Bars = 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
5 Bars	=	72.5 psi	9 Bars	= 130.5 psi
6 Bars	=	87.0 psi	10 Bars	= 145.0 psi

MARPOL Consolidated 2006 Annex I	02 OCT 83
MARPOL Consolidated 2006 Annex II	06 APR 87
MARPOL Consolidated 2006 Annex III	01 JUL 92
MARPOL Consolidated 2006 Annex IV	U.S. Not signatory
MARPOL Consolidated 2006 Annex V	31 DEC 88
MARPOL Consolidated 2006 Annex VI	19 MAY 05
MARPOL 2006 Consolidated contains all amendments entered into force up-to 2005 Amendments. The following Amendments (resolutions) have entered into force since it was published. www.imo.org	
MEPC 141(54)	01 AUG 07
MEPC 143(54)	01 AUG 07
MEPC 154(55)	01 MAR 08
MEPC 164(56)	01 DEC 08
MEPC 156(55)	01 JAN 10
MEPC 186(59)	01 JAN 11
MEPC 187 (59)	01 JAN 11
MEPC 189(60)	01 AUG 11
MEPC 190(60)	01 AUG 11
MEPC 194 (61)	01 FEB 12
MEPC 193(61)	01 JAN 14
Load Line 1966	21 JUL 68
Load Line 88 Protocol	03 FEB 00
Load Line (2005 edition) contains all amendments entered into force up-to 2003 Amendments. The following Amendments (resolutions) have entered into force since it was published. www.imo.org	
MSC 172(79)	01 JUL 06
MSC 223(82)	01 JUL 08
MSC 270(85)	01 JUL 10

. IMMEDIATELY LEAVE ANY CONFINED SPACE IF:

- A personal monitor alarms;
- You feel dizzy or lightheaded;
- The forced air ventilation stops or is apparently ineffective; or
- If you sense any unexpected chemical through smell or dermal sensation that concerns you. This is a judgment call; however, you should depart any time there is a burning sensation in your lungs or you experience a shortness of breath. Any of these sensations may indicate a life threatening situation and you must react promptly to avoid injury.

Note: Climbing (other than on ladders) shall be limited to 5ft.

Steps to Take After Entry for All Confined Spaces

- Immediately contact your chain of command if you left a confined space for any of the reasons noted above. Do not reenter any confined space until notification of appropriate senior personnel and direction from your supervisor is obtained.
- Report any inconsistencies in the marine chemist certificate or competent person log to your supervisor and follow-up with a letter to Commandant CG-1134 via your District (industrial hygienist).
- In the event of overexposure, personnel should be evacuated to appropriate medical facilities by the most expeditious means. Medical personnel should be provided with all known information on the suspected exposure, including concentration and duration of exposure. This should include the most probable route of exposure. Also provide the medical authority with the phone number to American Toxic Substance and Disease Registry (ATSDR).

Examples (not limited to) of non-confined spaces that may pose a hazard on gas carriers:

<u>Non-confined spaces that may pose a risk (All vessel types)</u>	<u>Possible Hazard(s)</u>	<u>Safe Work Practice</u>
CO ₂ Storage Room	O ₂ deprivation due to leaking CO ₂	Ensure proper ventilation, wear O ₂ meter
Machinery Spaces	Noise, Flammability, Toxicity; MSDs – H ₂ S	Hearing protection
Flammable Storage Lockers/Paint Rooms	Flammability, Toxicity	Ensure proper ventilation
Battery Room	Toxicity -	Ensure proper ventilation
Bosun Shop	O ₂ deprivation	Ensure proper ventilation
Workshops	Toxicity from welding fumes, Flammability, Noise	Ensure proper ventilation
Provisions/Non-Flammable Storage	O ₂ deprivation	Ensure proper ventilation
Compressor Rooms ¹⁾	O ₂ deprivation, Flammability	See Note 1
Re-Liquefaction Plant Room ¹⁾	O ₂ deprivation, Flammability	See Note 1
Re-Gasification Plant Room ¹⁾	O ₂ deprivation, Flammability	See Note 1
Open Cargo Deck	Flammability	Ensure use of intrinsically safe radios, flashlight, phone, etc.

1) Space is monitored every thirty minutes by gas detection system. Enter these spaces after ensuring these are safe for entry and after ensuring the gas detection system is calibrated and functioning properly and gas levels detected are safe for entry. A marine chemist certificate is not required prior to entry.

STCW	28 APR 84
<p>STCW (2001 edition) contains all amendments entered into force up-to 2000 Amendments. The following Amendments (resolutions) have entered into force since it was published. www.imo.org</p> <p>MSC 78(70) 01 JAN 03</p> <p>MSC 156(78) 01 JUL 06</p> <p>MSC 180(79) 01 JUL 06</p> <p>MSC 203(81) 01 JAN 08</p> <p>MSC 209(81) 01 JAN 08</p> <p>2010 Manila Conference (new 2011 Consolidated edition) 01 JAN 12</p>	
ITC 1969	18 JUL 82

Involved Parties & General Information:

Owner's Agent:
Individual:
Phone Number:

Charterer's Agent:
Individual:
Phone Number: <input type="checkbox"/> Same as Owner's Agent

Owner: Listed on DOC or COFR
<input type="checkbox"/> No Change

Operator:
<input type="checkbox"/> No Change

Examples (not limited to) of confined spaces on gas carriers:

Confined Spaces	Hazard ²⁾
Voids/Cofferdams ¹⁾	P- O; S- F,T
Sealed Compartments ¹⁾	P- O; S- F,T
Double Bottoms/Sides/Duct Keels ¹⁾	P- O; S- F,T
Spaces Coated with a Preservative ¹⁾	P- O; S- F,T
Engine Crankcases/Scavenging Spaces ¹⁾	P- O; S- F,T
Large Heat Exchangers ¹⁾	P- O; S- F,T
Fuel/Lube Oil/Sludge Tanks ¹⁾	P- F,T; S- O
Water tanks ¹⁾	P- O; S- F,T
Cargo/Slop Tanks ¹⁾	P- O; S- F,T
Pump Rooms (if provided) ³⁾	P- O; S- F,T

1) Port State Control Officers should not attempt to enter any of the above spaces during a standard PSC examination, other than pump rooms. There may be reason to enter one or more of these spaces during the exam if there are clear grounds to do so, but only enter these spaces after ensuring they are safe for entry. Review the safe work practices contained in MSM Vol. 1, chapter 10, Appendix A for entry into confined spaces other than pump rooms.

**2) Hazards – P (Primary);
S (Secondary);
O (Oxygen Deprivation);
F (Flammability);
T (Toxicity)**

3) Follow steps on page 30 for entry into pump rooms

Confined Space Entry Checklist

Sources for Policy

- COMDTINST M5100.47, Chapter 6, change 11
- MSM Vol. 1, Chapter 10 & Appendix A, C, G to chap. 10
- 29 CFR 1915, Part B

A Confined Space for the purpose of this checklist is:

A space that possess all of the following three distinct characteristics –

1. Is large enough and so configured that an employee can bodily enter & perform assigned work;
2. Has limited or restricted means for entry or exit; and
3. Is not designed for continuous employee occupancy

Hazards associated with confined space entry

- Oxygen deficient or enriched atmosphere
- Flammable atmosphere
- Toxic atmosphere
- Extreme temperature (hot or cold)
- Engulfment hazard (such as grain, coal, sand, gypsum or similar material)
- Extreme noise
- Slick / wet surfaces & tripping hazards
- Falling objects
- Potential for rapidly changing atmosphere

USCG Confined Space Entry Requirement

A certified Marine Chemist **shall** conduct the initial inspection & certify all confined spaces on merchant vessels “Safe for Workers” before entry by USCG personnel.

In rare circumstances, if a Marine Chemist is not available, the OCMI may designate a USCG Competent Person to certify a confined space “Safe for Workers”

Vessel Information:

Classification Society	
ISM Issuer: Same as above? <input type="checkbox"/> Yes <input type="checkbox"/> No If not the same, which Recognized Organization? _____	
<i>NOTE: The period of validity for ISM documents should correspond to the following list. If they do NOT, ISM documents should be further investigated.</i>	
<input type="checkbox"/> 5 years = Full term (SMS and DOC)	<input type="checkbox"/> 12 months = Interim (DOC)
<input type="checkbox"/> 6 months = Interim (SMC)	<input type="checkbox"/> 5 months = Short term (SMC)
Last Drydocking Date:	Next Drydocking Date:
Location of Last Drydocking:	
Date of Last Class Survey:	
<input type="checkbox"/> Outstanding conditions of class or non-conformities	
Last Port of Call:	Next Port of Call:
Cargo:	Current Operations:
Call Sign:	<input type="checkbox"/> No Change
Gross Tons:	<input type="checkbox"/> No Change
Built Date: (use delivery date)	<input type="checkbox"/> No Change
Overall Length: (in feet)	<input type="checkbox"/> No Change
Cargoes Carried:	Quantities: (m ³)

Section 2: Certificates and Documents

Name of Certificate	Issuing Agency	ID #	Port Issued/ Country	Issue Date	Exp. Date	Endors. Date
Certificate of Registry <input type="checkbox"/> No Change						
Classification Document <input type="checkbox"/> No Change						
Certificate of Financial Responsibility (COFR) <input type="checkbox"/> No Change	USCG					
Certificate of Compliance <input type="checkbox"/> No Change						
Cargo Ship Safety Construction <input type="checkbox"/> No Change						
Cargo Ship Safety Equipment <input type="checkbox"/> No Change						

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Detention Information:

NOTE: Complete prior to recommendation.

- Verify owner (from DOC or COFR), operator and mailing address
- Verify owner's agent
- Verify last and future drydock dates and locations
- If dual classed, who will respond? _____
- Which agency issued the documents that have major problems?

- What is the date of the last survey conducted for those items that have problems?

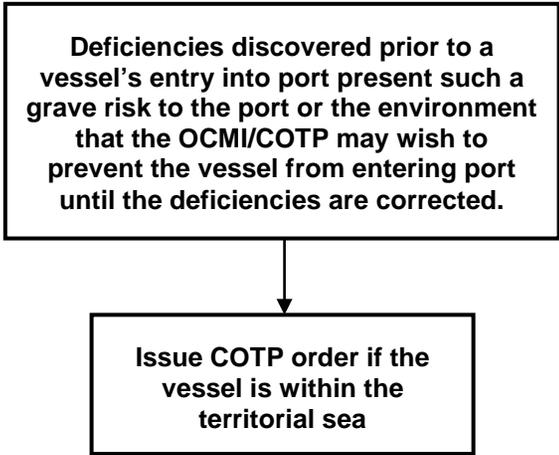
- What are the vessel's plans to deal with the problems?

- What is the crew's attitude toward the problems?

- Is the detention ISM related? If so, include ISM certification information in the Detention Report to CG-CVC-2.

Notes: _____

Requires Corrective Measures Prior to Entry



Examples include the following:

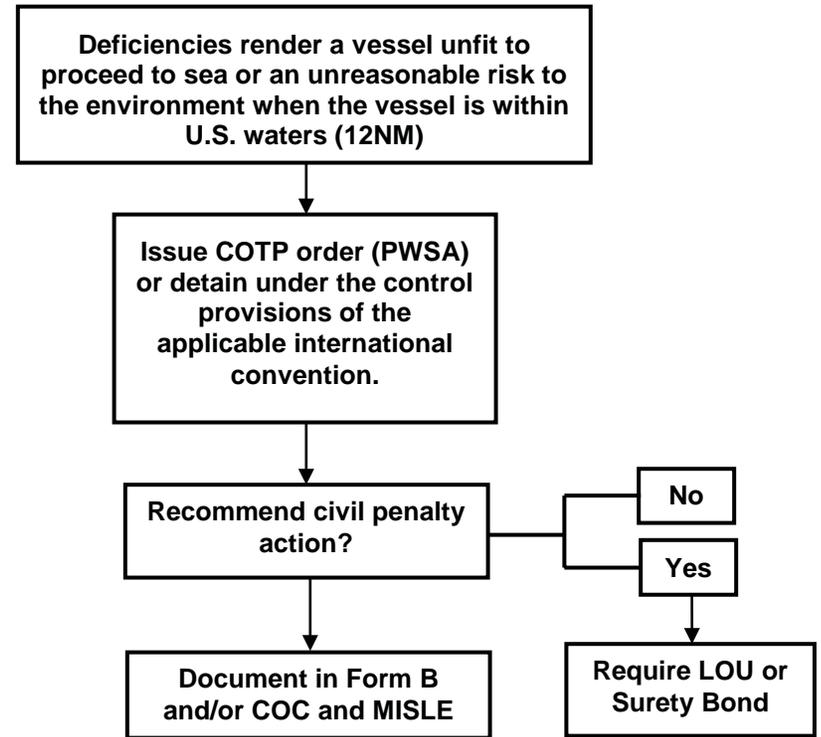
- Leaking tanks.
- Carrying dangerous cargoes with expired documents.
- Carrying incompatible cargoes.
- Invalid ISM certificates.

Name of Certificate	Issuing Agency	ID #	Port Issued/ Country	Issue Date	Exp. Date	Endors. Date
Cargo Ship Safety Radio <input type="checkbox"/> No Change						
International Load Line (ILLC) <input type="checkbox"/> No Change						
International Tonnage (ITC) <input type="checkbox"/> No Change						
ISM Document of Compliance (DOC) <input type="checkbox"/> No Change						
ISM Safety Management (SMC) <input type="checkbox"/> No Change						
International Ship Security (ISSC) <input type="checkbox"/> No Change						
Continuous Synopsis Record (CSR) <input type="checkbox"/> No Change						

Name of Certificate	Issuing Agency	ID #	Port Issued/ Country	Issue Date	Exp. Date	Endors. Date
Minimum Safe Manning (MSM) <input type="checkbox"/> No Change						
Subchapter "O" Endorsement <input type="checkbox"/> No Change						
Certificate of Fitness <input type="checkbox"/> No Change						
International Oil Pollution Prevention (IOPP) <input type="checkbox"/> No Change						
International Sewage Pollution Prevention (ISPP) <input type="checkbox"/> No Change						
International Air Pollution Prevention (IAPP) <input type="checkbox"/> No Change						

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Requires Corrective Measures Prior to Departure (DETENTION)

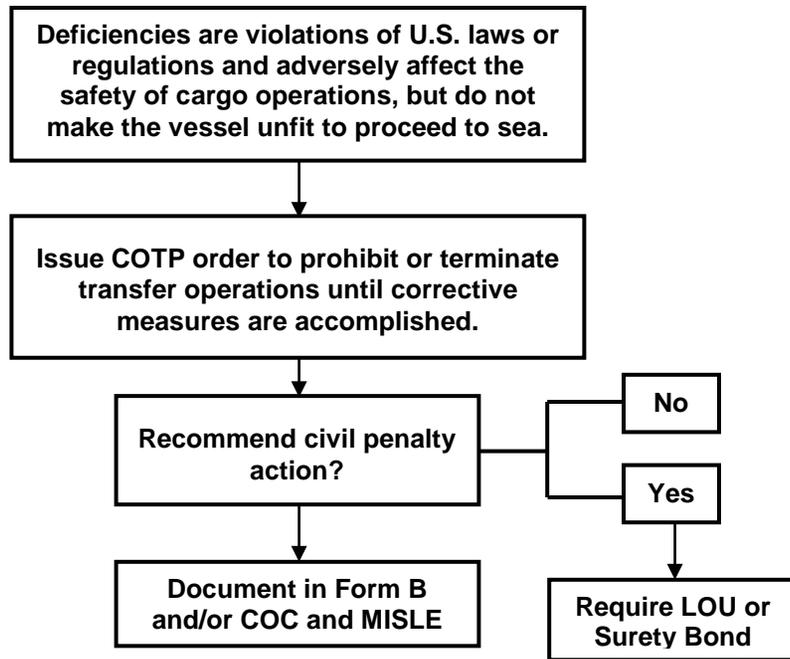


Examples include the following:

- Excessive wastage, corrosion, pitting, holes, or damage to the hull, cargo hatches, fire main, or other vital system.
- Inoperable emergency fire pump or emergency generator.
- Inability to lower lifeboats.
- Inoperable lifeboat motors (i.e., will not start).
- Crew incompetent to carry out duties (e.g., fire or boat drills, cargo transfer, stability calculations, etc.).
- Licenses invalid.
- Safe Manning Document not on board.

Requires Corrective Measures Prior to Cargo, Bunkering or Lightering Operations

(NO DETENTION)



Examples include the following:

- Oil transfer procedures incomplete.
- Information on properties and hazards of cargoes not on board.
- High and low level alarms inoperative.

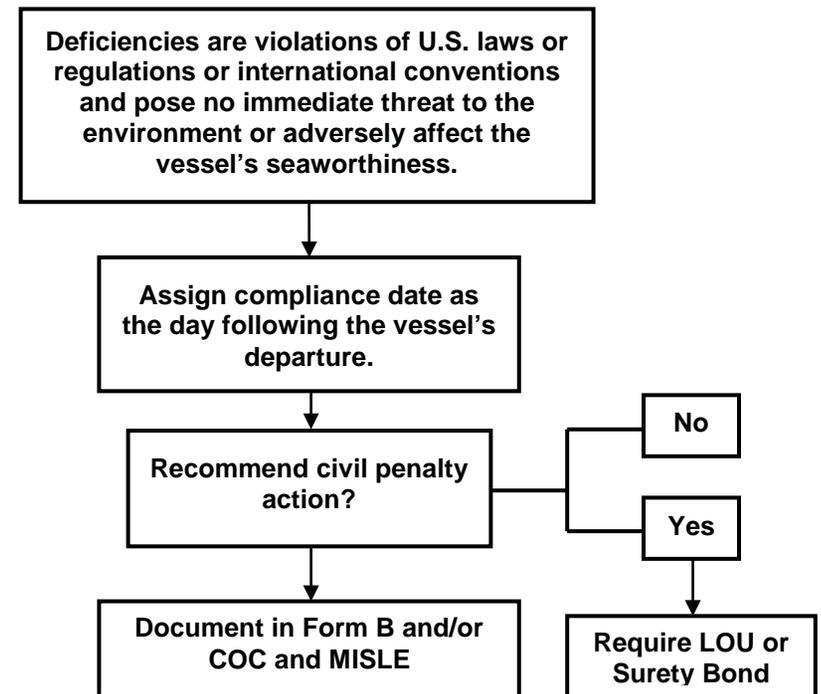
Section 3: Inspection Items

- | | | |
|--------------------------|---|---|
| <input type="checkbox"/> | 1. Schedule examination in Maritime Information for Safety and Law Enforcement (MISLE) | 33 CFR 2
33 CFR 6 |
| <input type="checkbox"/> | 1. Prepare a Certificate of Compliance for issuance | MPS-PR-SEC-04 |
| <input type="checkbox"/> | 2. Conduct a safety meeting | MSM I/10.D.5.A
MSM I/ 8.A.3 |
| <input type="checkbox"/> | 3. Coordinate examination with vessel's representative | MPS-PR-SEC-02
MSM II/D.5.C.2 |
| <input type="checkbox"/> | 4. Mitigate potential hazards encountered during an exam | NFPA 306 |
| <input type="checkbox"/> | 5. Examine anchor(s) and chain | 33 CFR 160.111
ILO -147 3(g) |
| <input type="checkbox"/> | 6. Examine hull for required markings | ICLL 5-9 |
| <input type="checkbox"/> | 7. Examine material condition of hull | 33 USC 1321
MARPOL I/15 |
| <input type="checkbox"/> | 8. Examine access ladders and sideshell openings | 29 CFR 1915.74(a)(6)
SOLAS 09 II-1/3-9 |
| <input type="checkbox"/> | 9. Examine hull, anchors and anchor chain for compliance with the Non-Indigenous Aquatic Nuisance Species Act | 33 CFR 151.2050(e)(f)
MSM II/D.1.G.1.t |
| <input type="checkbox"/> | 10. Examine mooring system/equipment | 33 CFR 160.111 |
| <input type="checkbox"/> | 11. Examine security procedures at vessel access point(s) | 33 CFR 104.265(a)
ISPS A/7.2.2 |
| <input type="checkbox"/> | 12. Verify security training & records | 33 CFR 104.215 & 104.220
SOLAS 09 XI-2/4.2 |
| <input type="checkbox"/> | 13. Examine Certificate of Registry | 46 USC 3303
SOLAS 09 I/13 |
| <input type="checkbox"/> | 14. Examine Classification Society Certificate | SOLAS 09 I/6(a) |
| <input type="checkbox"/> | 15. Examine International Tonnage Certificate (ITC) | ICTM 69 Article 7 |
| <input type="checkbox"/> | 16. Examine International Load Line Certificate (ILLC) | ICLL Article 16 |
| <input type="checkbox"/> | 17. Examine Cargo Ship Safety Construction Certificate (CSSCC) | SOLAS 09 I/12(a)(ii)
SOLAS 09 I/16 |
| <input type="checkbox"/> | 18. Examine Cargo Ship Safety Equipment Certificate (CSSEC) | SOLAS 09 I/12(a)(iii)
SOLAS 09 I/16 |
| <input type="checkbox"/> | 19. Examine Cargo Ship Safety Radio Certificate (CSSRC) | SOLAS 09 I/12(a)(iv)
SOLAS 09 I/16 |
| <input type="checkbox"/> | 20. Examine Cargo Ship Safety Certificate (CSSC) | SOLAS 09 I/12(a)(v)
SOLAS 09 I/16 |
| <input type="checkbox"/> | 21. Examine copy of Document of Compliance (ISM-DOC) | 33 CFR 96.330
SOLAS 09 IX/4.2 |
| <input type="checkbox"/> | 22. Examine Safety Management Certificate (ISM-SMC) | SOLAS 09 IX/4.3
ISM Code 13.7 |
| <input type="checkbox"/> | 23. Examine Minimum Safe Manning Document | SOLAS 09 V/14.1 |

- | | | |
|--------------------------|---|--|
| <input type="checkbox"/> | 24. Examine Crew Certificates of Competency and Proficiency IAW Safe Manning Document | STCW I/2.11 |
| <input type="checkbox"/> | 25. Examine Medical Certificates | STCW I/9.3
COMDTINST 16711.12A |
| <input type="checkbox"/> | 26. Examine Document of Compliance for Dangerous Goods | SOLAS 09 II-2/19.4 |
| <input type="checkbox"/> | 27. Examine Continuous Synopsis Record (CSR) | SOLAS 09 XI-1/5.1
SOLAS 09 XI-1/5.10 |
| <input type="checkbox"/> | 28. Examine International Ship Security Certificate (ISSC) | SOLAS 09 XI-2/4.2
ISPS Code A/19.2.1 |
| <input type="checkbox"/> | 29. Examine International Oil Pollution Prevention Certificate (IOPP) | 33 CFR 151.19
MARPOL I/7 & 8 |
| <input type="checkbox"/> | 30. Examine International Sewage Pollution Prevention Certificate (ISPP) | MARPOL IV/5
NVIC 01-09 Encl. 3 |
| <input type="checkbox"/> | 31. Examine International Air Pollution Prevention Certificate (IAPP) | MARPOL VI/6
CG-543 Policy Ltr 09-01 |
| <input type="checkbox"/> | 32. Examine the Engine International Air Pollution Prevention (EIAPP) Certificate(s) | MARPOL VI/13.8
NOx Code 2.1.1 |
| <input type="checkbox"/> | 33. Examine the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk | MARPOL II/5.3.2 & 10 |
| <input type="checkbox"/> | 34. Examine the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (IGC Code) | IGC 1.5.4.2
IGC Appendix |
| <input type="checkbox"/> | 35. Examine the Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (GC Code) | GC 1.6.3(a)
GC Appendix |
| <input type="checkbox"/> | 36. Examine the Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (Existing Gas Carrier Code) | GC 1.6.3(a)
GC Appendix |
| <input type="checkbox"/> | 37. Verify the information required to be provided to the master concerning allowable loading limits and maximum loading reference temperatures for each product carried is onboard | IGC 15.2
GC 15.2 |
| <input type="checkbox"/> | 38. Examine documentation applicable to the changing and setting of cargo tank pressure relief valves | IGC 8.2.5
GC 8.2.5 |
| <input type="checkbox"/> | 39. Examine crew training documentation | STCW V/1-2.1 |
| <input type="checkbox"/> | 40. Examine the Subchapter "O" endorsement | 46 CFR 154.1802(1)
MSC Guidelines C1-43 |
| <input type="checkbox"/> | 41. Examine Certificate of Inhibition | IGC 17.8.1
GC 17.10 (a) |
| <input type="checkbox"/> | 42. Verify compliance with the Vessel General Permit (VGP) | VGP 1.5.1.1 & 10
VGP Table 1 |
| <input type="checkbox"/> | 43. Examine muster lists and emergency instructions | SOLAS 09 III/8.2 |
| <input type="checkbox"/> | 44. Examine ballast water management documents | 33 CFR 151.2025(a)(1) |

Requires Corrective Measures Prior to Return to U.S. Waters

(NO DETENTION)



Examples include the following:

- Charts or nautical publications not currently corrected.
- Portable hoses have not been tested but appear in good condition.
- Actual location of safety equipment deviates from the vessel safety plan.
- Electrical fixtures in paint locker not appropriately certified for safe usage in hazardous location. (Operational controls, such as disconnecting the electrical power source or removing flammables from the space, may satisfactorily remove risk to vessel.)

Nonconforming Vessel: Any vessel failing to comply with one or more applicable requirements of U.S. law or international conventions is a nonconforming vessel. A nonconforming vessel is not necessarily a substandard vessel unless the discrepancies endanger the vessel, persons on board, or present an unreasonable risk to the marine environment.

Substandard Vessel: In general, a vessel is regarded as substandard if the hull, machinery or equipment, such as lifesaving, firefighting and pollution prevention, are substantially below the standards required by U.S. laws or international conventions, owing to:

- The absence of required principal equipment or arrangement;
- Gross noncompliance of equipment or arrangement with required specifications;
- Substantial deterioration of the vessel structure or its essential equipment;
- Noncompliance with applicable operational and/or manning standards; or
- Clear lack of appropriate certification or demonstrated lack of competence on the part of the crew.

If these evident factors as a whole or individually endanger the vessel, persons on board, or present an unreasonable risk to the marine environment, the vessel should be regarded as a substandard vessel.

Valid Certificates: A certificate that has been issued directly by a contracting government or party to a convention, or on the behalf of the government or party by a recognized organization, and contains accurate and effective dates, meets the provisions of the relevant convention, and corresponds to the particulars of the vessel and its equipment.

<input type="checkbox"/>	45. Examine Long-Range Identification & Tracking (LRIT) conformance test report	IMO MSC.1/Circ. 1307
<input type="checkbox"/>	46. Examine Oil Record Book Part I (ORB)	33 CFR 151.25 MARPOL I/17.1
<input type="checkbox"/>	47. Examine the Shipboard Marine Pollution Emergency Plan (SMPEP) for Noxious Liquid Substances	MARPOL II/17.1
<input type="checkbox"/>	48. Examine Non-Tank Vessel Response Plan (NTVRP)	33 USC 1321(a)(26) 33 USC 1321(j)(5)(A)(ii)
<input type="checkbox"/>	49. Examine Garbage Management Plan	33 CFR 151.57 MARPOL V/9.2
<input type="checkbox"/>	50. Examine Garbage Record Book	33 CFR 151.55 MARPOL V/9.3
<input type="checkbox"/>	51. Examine training manuals	SOLAS 09 II-2/15.2.3.1
<input type="checkbox"/>	52. Examine liferaft maintenance records and service logs/reports	SOLAS 09 III/36.7
<input type="checkbox"/>	53. Examine fire detection system maintenance and service logs/reports	SOLAS 09 III/20.6 & .7 SOLAS 09 II-2/14.2.2.1
<input type="checkbox"/>	54. Examine Logbook entries	IMO MSC.1/Circ. 1432 33 CFR 164.25 SOLAS 09 V/26
<input type="checkbox"/>	55. Examine fire fighting equipment maintenance and service logs/reports	SOLAS 09 II-2/14.2.2.1 IMO MSC.1/Circ. 1432
<input type="checkbox"/>	56. Examine lifeboat maintenance records and service logs/reports	SOLAS 09 III/36.7
<input type="checkbox"/>	57. Examine the Cargo Record Book	MARPOL II/15 MARPOL II/Appendix II
<input type="checkbox"/>	58. Examine the Procedures & Arrangement (P&A) Manual	MARPOL II/14.1
<input type="checkbox"/>	59. Verify that the required cargo information (Cargo Operations Manual) is onboard	IGC 18.1.1 GC 18.1(a)
<input type="checkbox"/>	60. Verify that the ship has a loading and stability information booklet	IGC 2.2.5 GC 2.2.3
<input type="checkbox"/>	61. Examine charts and publications	33 CFR 164.33 SOLAS 09 V/19.2.1.4
<input type="checkbox"/>	62. Examine echo-sounding device	33 CFR 164.35(h) SOLAS 09 V/19.2.3.1
<input type="checkbox"/>	63. Examine electronic position fixing device	33 CFR 164.41 SOLAS 09 V/19.2.1.6
<input type="checkbox"/>	64. Examine bridge navigation/propulsion indicators	33 CFR 164.35(f) SOLAS 09 V/19.2.5.4
<input type="checkbox"/>	65. Examine records of emergency training and drills	SOLAS 09 III/19.3.2 SOLAS 09 III/19.5
<input type="checkbox"/>	66. Examine radar(s) and Automatic Radar Plotting Aid (ARPA)	33 CFR 164.35(a) & 37 SOLAS 09 V/19.2.3.2
<input type="checkbox"/>	67. Examine compasses	33 CFR 164.35(b) SOLAS 09 V/19.2.1.1
<input type="checkbox"/>	68. Witness operational test of steering gear	SOLAS 09 II-1/29.7 & .8 MSM II/D.1.G.1.s

- 69. Examine Voyage Data Recorder (VDR) SOLAS 09 V/20
IMO Res A.861(20)
- 70. Examine Automatic Identification System (AIS) 33 CFR 164.46
SOLAS 09 V/19.2.4
- 71. Examine radiotelephone (VHF) 33 CFR 26.03
SOLAS 09 IV/7.1
- 72. Examine Global Maritime Distress and Safety System (GMDSS) equipment SOLAS 09 IV/8-11
IMO Res A.694(17)
- 73. Examine Long-Range Identification & Tracking (LRIT) equipment SOLAS 09 V/19-1
CG-543 Guidance
- 74. Examine daylight signaling lamp SOLAS 09 V/19.2.2.2
- 75. Examine internal means of communication SOLAS 09 II-1/37
- 76. Examine accommodations ILO-147 p33/1-3 & 13
ILO-147 p34/12
- 77. Examine hospital space ILO-147 p38/27
COMDTINST 16711.12A 7(1)(e)
- 78. Examine galley ILO-147 p31/1(b)
COMDTINST 16711.12A 7(1)(f)
- 79. Examine refrigerator and dry food stores ILO-147 p30/2
COMDTINST 16711.12A 7(1)(f)
- 80. Examine sanitation areas ILO-147 p36/18-20
COMDTINST 16711.12A 7(1)(d)
- 81. Examine vessel for general safety items ILO-147 p45/3(b)
COMDTINST 16711.12A 7(1)©
- 82. Examine means of escape SOLAS 09 II-2/13.1
SOLAS 09 II-2/13.3.3
- 83. Avoid inadvertent entry into a confined space 29 CFR 1915, Part B
MSM I/10
- 84. Examine decontamination showers IGC 14.4.3
- 85. Examine eye wash stations IGC 14.4.3
- 86. Examine respiratory and eye protection (provided for emergency escape purposes) IGC 14.4.2
- 87. Examine personnel safety equipment IGC 14.2.1
GC 14.3
- 88. Examine First Aid equipment IGC 14.3.1 & GC 14.8
- 89. Examine air locks IGC 3.6.2
GC 3.6.2
- 90. Examine life jackets and stowage SOLAS 09 III/7.2.1.1
SOLAS 09 III/7.2.1.2
- 91. Examine immersion suits and stowage (when applicable) SOLAS 09 III/7.3
SOLAS 09 III/32.2 & .3
- 92. Examine line throwing appliance SOLAS 09 III/18
LSA Code 7.1.1.2
- 93. Examine pyrotechnics SOLAS 09 III/6.3
- 94. Examine quick-release life buoys SOLAS 09 III/7.1.3
- 95. Examine lifeboats SOLAS 09 III/31.1.6
LSA 4.8

Section 5: Appendices

Recommended Port State Control Procedures:

The following flowcharts contain information gleaned from the Marine Safety Manual Volume II, Section D, Chapter 1: General Aspects of Port State Control Examinations. The port state control officer should be familiar with this section as well as the information pertaining to Procedures Applicable to Foreign Tank Vessels in Section D, Chapter 6.

Considering the seriousness of the deficiencies, the OCMI or COTP must determine the appropriate control action to impose on these vessels to ensure the safety of the vessel, the port and the environment. The degree of control imposed, as well as the authority used to exercise control, must be consistent with the nature of the deficiencies.

The following definitions and terms of reference are used in the MSM to describe key elements of Port State Control enforcement:

Clear Grounds: Evidence that the vessel, its equipment, or crew do not correspond substantially to the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of vessels or the prevention of pollution.

Control: Control is the process of imposing a port state's or flag state's authority over a vessel to ensure that its structure, equipment, operation and crew meet applicable standards. The process is affected by any verbal or written directives from the OCMI/COTPs or their representatives, which require action or compliance by the vessel.

Detention: Detention is a control action that restricts a vessel's right of free movement. The imposition of a restriction on the movement of a vessel constitutes a detention regardless of whether or not a delay from a vessel's normal or expected itinerary occurs. Detentions may be carried out under the authority of the applicable international convention, the Ports and Waterways Safety Act (PWSA) or a Customs hold.

Intervention: An intervention is a control action taken by a port state, which interposes the port state's authority over a foreign flag vessel in order to cause the vessel to be brought into compliance with an applicable international convention. Interventions are undertaken by a port state when a vessel's flag state has not, can not, or will not exercise its obligations under an international convention to which it is a party. This may include requesting appropriate information, requiring the immediate or future rectification of deficiencies, detaining the vessel, or allowing the vessel to proceed to another port for repairs.

