

## ZANZIBAR MARITIME AUTHORITY

### COMPLIANCE INSPECTION PROCEDURE FOR SHIPS UNDER DELEGATED STATUTORY INSPECTION SCHEME

#### 1. Purpose

The purpose of this procedure is to provide guidance to Flag State Inspector (FSI) when performing a compliance inspection on Ships under Statutory certification and services of RO.

#### 2. Authority

This procedure is based on the authorities granted under the Maritime Transport Act, No.5 of 2006

#### 3. Background

- 3.1. The Delegated Statutory Inspection Scheme (DSIS) is a scheme under which Zanzibar Maritime Authority (ZMA) authorizes ROs to perform statutory inspections and issue Tanzania Zanzibar Documents (TZD) Tanzania Zanzibar Ships.
- 3.2. DSIS is established to increase effectiveness in the allocation of Tanzania Zanzibar resources. Authorization of ROs provides ship owners with a worldwide range of resources to enhance the safety and efficiency of ships.
- 3.3. Ships shall contact one of ROs recognized by ZMA to undergo such inspections as are necessary to meet requirements of National and International Standards and obtain their Tanzania Zanzibar Documents (TZD) unless relevant factors including hardship or lack of available providers are brought to the attention of the Director General (DG) of ZMA for him to consider in the circumstances of a particular case.

#### **4. Scope**

This procedure is applicable to Tanzania Zanzibar ships, ZMA, ROs, and VORs carrying out activities specific to the inspection, operation, and certification of ships enrolled in DSIS.

This procedure shall come into effect on the date of approval of the Board.

#### **5. Responsibility**

- 5.1** The DG of ZMA is responsible for the development, implementation, maintenance and continuous improvement of this procedure.
- 5.2** The Director of Safety and Security (DSS) is responsible for ensuring the implementation and promotion of this procedure.
- 5.3** The officer in-charge for the implementation of this procedure is Head Delegated Statutory Inspection Scheme (MDSIS) whose address is:

Head Delegated Statutory Inspection Scheme  
POBOX 401  
Zanzibar  
Tanzania  
Mizingani Road opposite Zanzibar Ports Corporation  
Phone No: +255242236795  
info@zma.go.tz

#### **6 Procedures**

- 6.1** MDSIS develops a risk-based priority list of all delegated ships basis.
- 6.2** The priority list is developed on the basis of a 25% inspection target and is expected to inspect 25% of their delegated ships on an annual basis. Passenger ships may be prioritized for more frequent inspection.

**6.3** If the MDSIS becomes aware of a specific issue on board a delegated ship, an additional inspection may be carried out.

#### **6.4 Ship Pre-Inspection**

6.4.1 MDSIS shall identify that a ship on the priority list is available for an inspection.

6.4.2 Registrar of Ships assigns one or more Flag State Inspectors (FSI) to carry out a Compliance Inspection.

6.4.3 The lead FSI contacts the VOR to make arrangements for the inspection. In normal circumstances, the RO is not in attendance during this inspection.

6.4.4 The FSI reviews available ship information in preparation for the inspection. The MDSIS provides ship information from the RO database to the FSI.

#### **6.5 Ship Inspection**

6.5.1 The FSI travels to the ship and notes the condition of the exterior and the means of access.

6.5.2 The FSI presents his ID and Designation Card to the senior officer on board and explains the purpose of the visit.

6.5.3 The FSI may begin by reviewing the ship's documentation and crew certificates with the Master of ship. The FSI may also ask the crew certain questions related to the ship's Safety Management System (SMS) (when applicable).

6.5.4 The FSI may proceed to carry out a general tour of the ship (the 'walkthrough') with a member of the

ship's crew, in order to assess the overall condition of the ship.

- 6.5.5 The FSI should also identify if any modifications have been made to the ship and, if so, whether or not the RO was made aware of the changes.
- 6.5.6 The FSI may also request the crew to perform one or more safety drills, such as a fire or boat drill, or request the crew to operate lifesaving or firefighting equipment, such as starting the lifeboats or the emergency fire pump.
- 6.5.7 If the documents review and the walkthrough do not reveal any areas of concern that might necessitate a more detailed inspection, the inspection is over.
- 6.5.8 If the documents review or walkthrough reveals objective evidence ('clear grounds') indicating that the condition of the ship, its equipment or crew does not match the requirements for issuance of Statutory Certificates, the FSI begins a more detailed inspection. The detailed inspection focuses on areas where clear grounds of non-conformity were established.
- 6.5.9 The FSI notes any observed deficiencies on the Flag State Deficiency Report Form.
- 6.5.10 If the conditions on board are found to be significantly sub-standard, the FSI may choose to suspend the inspection until the VOR has taken the steps necessary to ensure that the ship complies with regulatory requirements. If conditions are found to be such, the FSI will also pursue compliance and enforcement action, such as Administrative Penalties.

In this case, MDSIS will coordinate with the RO to ensure that any deficiencies are appropriately rectified.

- 6.5.11 Upon completion of the inspection, the lead FSI provides the Master with a copy of the Flag State Inspection report and Form

## **6.6 Post Ship Inspection**

- 6.6.1 The FSI records the inspection results in the Ship Inspection Reporting System (SIRS) as per the SIRS User Manual and informs the MDSIS and the MDSIS will notify the RO.
- 6.6.2 If serious deficiencies have been found, the FSI determines if further compliance action is needed based on the nature and seriousness of the deficiencies and the FSI shall consult RO and the MDSIS.

## **7 Date for Review**

This procedure shall be reviewed every year following its approval by the ZMA's Board of Directors.

## **8 Related Documents**

- 8.1.1 Authorization and Agreement Governing Delegation
- 8.1.2 Procedure - Delegated Statutory Inspection Scheme (DSIS) Monitoring Procedure
- 8.1.3 RO Code for Recognized Organization Resolution MSC. 349(92).
- 8.1.4 Maritime Transport Act, 2006

## 9 Definitions

**9.1 Ship Owner Representative (VOR)** means a person meeting the requirements of **Section 14** of the Maritime Transport Act, 2006. In the case of a ship under construction, or being imported into Zanzibar, the OR is the person intending to operate the ship once it is registered.

**9.2 Compliance Inspection** means an inspection undertaken by ZMA to verify that the VOR has maintained the ship in accordance with the requirements of the National and international Standards.

**9.3 Recognized Organization (RO)** means an Organization that has been assessed and found to comply with RO Code and then authorized by the Minister responsible for Maritime Transport to perform statutory inspections and/or issue certificates on behalf of the ZMA.

### 9.4

Approved by the Board on this ..... day of .....2019

Signature.....

BoD Chairman

ZMA

Signature.....

Director General

ZMA

**General Inspection Report & Checklist**

<b>Inspection Report For</b>			
Ship Name:		Ship Flag:	
IMO Number:		Date of Inspection: (initial visit)	
Call Sign:		Inspection Started at	and completed at
MMSI Number:		Name of Inspector:	
Registered Length:		Authorization Number:	
GRT / NRT:		Country of Inspection:	
Deadweight:		Port of Inspection:	
Date & Place of Built:		Date of Closing Inspection (if any)	
Ship Class / RO		Inspection Started at	and completed at
Last Inspection Port State Control (Country & Date)		Last Flag State Inspection (Country & Date)	
Owner Company and Country of Registration			
Management Company and Country of Registration			
Management Company Full Address (as DOC)			
Management Company Contact Details		Email:	
		Tel/Fax:	Cell:

**1. STCW**

No.	Item	Yes	No	N/A	Remarks
2.1	Crew on board is in accordance with the requirements as per Safe Manning Certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.2	Master, deck officers, engineer officers and ratings have a Certificate of competence available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.3	Officers' license have endorsements by the Flag Administration as appropriate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.4	Crew members have a valid medical examination Certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.5	New crew members on board are familiar with their duties, responsibilities and the safety equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.6	Rest hours documentation of the crew duly signed and readily available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.7	Table of working hours is posted and is easily accessible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**2. -Navigation**

No.	Item	Yes	No	N/A	Remarks
3.1	All nautical publications and nautical charts (or ECDIS) to be used for the next intended voyage updated at the latest amendment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.2	System for correcting nautical publications available on board	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.3	Passage plan from berth to berth available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



3.4	Navigational instruments (radar, echo sounder, speed log) in good operational condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.5	Navigational lights working, including duplication and failure alarm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.6	Daylight signaling lamp and independent power supply in good operational condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.7	Automatic position indicator in good operating condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.8	Illustrated table of life saving signals posted on the bridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.9	Magnetic compass in good condition, properly visible from steering position	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.10	Spare magnetic compass available, in good condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.11	Updated calibration table available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.12	AIS system installed, constantly switched on	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**3. – Radio Communications**

No.	Item	Yes	No	N/A	Remarks
4.1	GMDSS transmitting and receiving equipment components including sources of energy in proper working condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.2	Radio operator assigned onboard is familiar with cancellation procedures for false distress alarms.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.3	Radio log book is kept as required and includes records of tests	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

4.4	Portable VHF hand held radios for survival craft including batteries with spares/ recharger are in good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.5	Antenna systems without any signs of corrosion or damage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.6	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.7	Freefall boat arrangement (if onboard) is fitted with one Radar transporter within the freefall lifeboat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.8	EPIRB is correct and float free position. The life date of battery and hydrostatic release valid.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.9	EPIRP test certificate readily available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.10	Radio publications and manuals updated on board	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.11	Radio License on board valid	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.12	Reserve sources of energy (batteries) properly maintained and in working condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**4. - ISM**

No.	Item	Yes	No	N/A	Remarks
5.1	Crew is familiar with the company's safety and environmental protection policy.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.2	ISM manual is readily available on board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.3	All documentation available onboard is written in a language understood by the crew.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

5.4	Senior ship officers can identify the "designated person".	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.5	Procedures and data are available and updated to establish contact with shore management.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.6	Programs for drills and training have been set-up and recorded.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.7	Familiarization records of new crew members are available onboard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.8	Master can show his overriding authority.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
53.9	Non-conformities have been reported to the company and corrective actions have been taken by the company.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.10	Maintenance routine and records are readily available onboard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.11	A copy of the DOC with the endorsement for the latest office audit is available onboard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**5. – ISPS**

No.	Item	Yes	No	N/A	Remarks
6.1	Arrangements in place for controlling access to the ship for persons/going the next port	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6.2	Personnel responsible for controlling access to the ship is familiar with its duties	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6.3	Arrangements are in place to secure and control restricted areas specified in the SSP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6.4	All entrances leading to restricted areas of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	the ship ready to be closed or secured				
6.5	Security Equipment maintained and tested as specified in the SSP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**6. – MLC**

No.	Item	Yes	No	N/A	Remarks
7.1	All seafarers on board have signed a Seafarers’ Employment Agreement (SEA) with the ship-owner and an original copy is provided to each seafarer.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7.2	The wages of each seafarer engaged on board the ship are paid in accordance with the SEA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7.3	Hours of work and rest are available for each seafarer engaged on board the ship.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7.4	The muster and drills are carried out at times that minimize the disturbance of rest periods and fatigue.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7.5	The accommodation spaces are clean and provided with proper lighting and sufficient drainage.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7.6	Sanitary facilities are hygienic and reasonable standard of comfort are met	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7.7	The galley is clean, hygienic and in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7.8	Spaces used for the storage of food are clean, hygienic and in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7.9	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

7.10	All seafarers are provided free of charge with health protection and medical care (including essential dental care) relevant to their duties.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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**7. – General Safety**

No.	Item	Yes	No	N/A	Remarks
8.1	Working language of the ship established and recorded in the logbook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.2	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.3	SOLAS training manuals available, with specific instructions for the appliances installed onboard and written in the working language.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.4	Instruction manuals for onboard maintenance of life-saving appliances available and understood by all crew members. Regular maintenance has been recorded.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.5	A plan or program of maintenance is readily available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.6	Operating instructions for lifesaving appliances posted on scene and under emergency lighting. Instructions written in a language understood by all crew members.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.7	Table of life saving signals poster on the bridge.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

8.8	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.9	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.10	Paint materials stored inside the designated paint locker only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.11	Escape ways accessible, free of obstructions and properly illuminated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.12	IMO symbols properly used for marking escape ways and locations of emergency equipment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.13	Pilot ladders and related boarding arrangements clean and in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.14	Crew working on the bridge is familiar with the steering gear switch-over procedures and with the use of emergency steering device.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.15	Key engine crew is familiar with emergency power arrangements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.16	Key persons for firefighting are familiar with starting emergency fire pump.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.17	Designated lifeboat/rescue boat crew is familiar with starting the engines.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.18	Public alarm systems as for general alarm are working properly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8.19	Engineer's alarm of unmanned machinery system is working properly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**8. - Fire Fighting**

No.	Item	Yes	No	N/A	Remarks
9.1	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.2	Fire pumps including prime mover in engine room in good working condition and with sufficient delivery of water pressure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.3	Emergency fire pump including prime mover in proper working condition with sufficient suction and delivered water pressure. Also, exhaust lines properly insulated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.4	Fire stations (including equipment of hoses, nozzles, spanners) in good condition. More specifically, nozzle spray adjustments workable and hoses without deterioration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.5	Portable fire extinguishers available on board in good condition as per Fire & Safety Plan (due dates for required servicing recorded and not outdated)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.6	Fireman's outfit available in required number and good condition (i.e. complete with helmet, clothes, lifeline, lamp and other required requisites)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.7	Breathing apparatuses in good condition and ready to use with bottles including spare bottles filled	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.8	Every fireman`s outfit has two units two-way radio communication VHF devices (Non-explosive water proof approved	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	type)				
9.9	Fixed firefighting systems for engine room and cargo spaces in good working condition (e.g. filling status of gas bottles or foam tanks).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.10	CO2 room properly locked and the key readily available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.11	Fire detection arrangements properly working at all detection points	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.12	Fire extinguishing arrangement in paint locker as required in place and in proper working condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.13	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.14	Fire doors closing properly using their automatic closing devices and not fitted with hold-backs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.15	Quick closing devices for tank shut-off and emergency stop of pumps and fans in good working condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.16	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9.17	International shore connection including reduces piece with appropriate bolts and nuts available as per Fire & Safety plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



**9. – Life Saving Appliances**

No.	Item	Yes	No	N/A	Remarks
10.1	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.2	Lifeboat inventory complete and in good condition with dates of expiration for pyrotechnics and foodstuff rations recorded and not outdated	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.3	Rescue boats complete and in proper condition with the inventory stored as required	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.4	Lifeboat/rescue boat engines in good working condition and starting easily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.5	Life rafts and launching arrangements in good working condition and properly marked	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.6	Hydrostatic release for the rafts correctly connected and not outdated	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.7	Equipment for embarkation for additional life raft available (raft at the bow)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.8	Launching arrangements for rescue boats and life rafts including limit switches in good condition and without wastage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.9	Annual thorough examination of the launching appliances and on-load release gear has been carried out and relevant documentation available onboard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.10	Embarkation ladders including their shackles and pad eyes on deck in good condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

10.11	Wire falls of all launching/recovery arrangements in good condition and renewed as required	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.12	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.13	"Heavy" lifebuoy (4.5kg) attached to the smoke/light buoy at bridge wings in a free fall arrangement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.14	Lifejackets (including whistles plus lights and non-outdated batteries) found in good condition and sufficient amount as per Certificate. Additional lifejackets available on board	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.15	Line throwing appliances complete with expiration dates of the pyrotechnic units	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.16	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.17	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10.18	Emergency illumination at all survival craft stations sufficiently working also illuminating the ship's side and the instructions posted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

10. - Hull

No.	Item	Yes	No	N/A	Remarks
11.1	Ship's side shell plates without damage and excessive wastage (as far as visible)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11.2	Bulwarks, handrails and cat walks without signs of damage and excessive wastage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11.3	Cargo holds structure without damages and excessive wastage (e.g. bulkheads, frames, brackets, tank tops etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11.4	Hatch cover arrangements including gaskets in good condition to close weather tight, without signs of wastage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11.5	All closing appliances in good working condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11.6	Ventilators and air pipes including any closing appliances properly working without signs of damage or wastage and able to close air-tight	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11.7	Closing devices of all sounding pipes properly working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11.8	Weather tight doors and small access hatches in good condition and close weather tight	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11.9	Draft marks and Plimsoll marks painted in different color	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11.10	Plimsoll marks permanently marked on hull in accordance with the Load Line Certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**11. – Machinery & Oil Pollution**

No.	Item	Yes	No	N/A	Remarks
12.1	Electric cable arrangements properly installed and insulated (no losing wires)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.2	Light covers properly fixed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.3	Around the electrical main switchboard is provided an insulation mat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.4	Engine room in clean condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.5	Main propulsion system is working properly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.6	Auxiliary engine and power system including 100% power redundancy working properly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.7	Emergency generator arrangement for immediate supply of electrical power working properly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.8	Jacketed piping system on high pressure fuel lines properly installed and alarms working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.9	Exhaust and vapor pipes properly insulated	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.10	Engine alarm arrangements working properly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.11	All engines and piping systems free of leakage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.12	Anchoring equipment in good condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.13	Oily water separation system in good working condition together with testing arrangements and the crew is familiar with the system and its use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

12.14	15ppm alarm and stopping arrangements in good working condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.15	Piping arrangements in good condition (no signs of damage and/or corrosion)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.16	Bilges and other machinery areas free of excessive oil	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.17	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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.18	Manuals for tankers, chemical tankers and gas carriers available on board	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.19	SOPEP available and approved onboard (includes updated communication data of Focal Point List as per IMO)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.20	Sewage treatment plant in good working conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.21	SMPEP available on board (for ships certified to carry Noxious Liquid substances in bulk) with updated Focal Point List	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.22	Garbage is collected and separated in closable bins as required and garbage record book entries are correct	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.23	Onboard readily available proof that while navigating in restricted areas low Sulphur fuel is used	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12.24	Crew is familiar with the sewage system and the treatment plan. Necessary drawings available on board	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

12. – Accommodation

No.	Item	Yes	No	N/A	Remarks
13.1	Sanitary facilities in crew accommodation, clean and in proper condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13.2	Sick bay and medical locker complete and in required condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13.3	Ventilation arrangements in proper working condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13.4	Galley and provision rooms clean and without possible signs of vermin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13.5	Galley ventilation grease traps clean	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13.6	Garbage collected, separated and disposed of in accordance with garbage management plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13.7	Accommodation ladder, including hoisting arrangements and safety net, in good condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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13. Certificates:

No.	Required For All Ships	Certificate Name	Requirement	Tick	Issued By	Issuance Date	Expiry Date	Last Survey
1.1		Registry Certificate	All	<input type="checkbox"/>				
1.2		Radio Station License	All	<input type="checkbox"/>				
1.3		Minimum Safe Manning Certificate (MSMC)	Manned Ships	<input type="checkbox"/>				
1.4		Class (H&M)	Not Limited	<input type="checkbox"/>				
1.5		Cargo Ship Safety Construction (SC)	Passenger Ship Safety Certificate (PSSC)	≥500GT	<input type="checkbox"/>			
1.6		Cargo Ship Safety Equipment (SE)		≥500GT	<input type="checkbox"/>			
1.7		Cargo Ship Safety Radio (SR)		≥300GT	<input type="checkbox"/>			
1.8		International Tonnage Certificate (ITC)	≥24m	<input type="checkbox"/>				
1.9		International Load Line (ILL)	≥150GT or ≥24m	<input type="checkbox"/>				
1.10	International Oil Pollution Prevention (IOPP)	≥400GT ≥150GT if Tanker	<input type="checkbox"/>					

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1.11		International Air Pollution Prevention (IAPP)	≥400GT	<input type="checkbox"/>				
1.12		Engine International Air Pollution Prevention (EIAPP)	Diesel Engine >130 Kw Built After 2000	<input type="checkbox"/>				
1.13		International Ballast Water Management (IBWMC)	≥400GT	<input type="checkbox"/>				
1.14		International Energy Efficiency Certificate (IEEC)	≥400GT	<input type="checkbox"/>				
1.15		International Anti-Fouling System (AFS)	≥400GT	<input type="checkbox"/>				
1.16		Document of Compliance (DOC)	Every Company	<input type="checkbox"/>				
1.17		Safety Management Certificate (SMC)	≥500GT	<input type="checkbox"/>				
1.18		International Ship Security Certificate (ISSC)	≥500GT	<input type="checkbox"/>				
1.19		Maritime Labor Certificate (MLC)	≥500GT	<input type="checkbox"/>				



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1.20		International Sewage Pollution Prevention (ISPP)	≥400 GT or ≥15 Persons	<input type="checkbox"/>				
1.21	Liability Certificat es	Civil Liability for Bunker Oil Pollution Damage (BCC)	≥1,000 GT	<input type="checkbox"/>				
1.22		Liability for The Removal of Wrecks (WRC)	≥300 GT	<input type="checkbox"/>				
1.23		Financial Security in Respect of Civil Liability for Oil Pollution Damage (CLC)	Oil Tankers ≥2,000GT	<input type="checkbox"/>				
1.24		Liability for the Death of and Personal Injury to Passengers (PAL)	Passenger Ships ≥12 Persons	<input type="checkbox"/>				
1.25	Additiona l Certificat es	Garbage Pollution Prevention Document of Compliance (GPP)	Non- mandatory	<input type="checkbox"/>				
1.26		Crew Accommodation Inspection Certificate (CICA)	≥500GT	<input type="checkbox"/>				
1.27		Cargo Gear Certificate (CG)	Non- mandatory	<input type="checkbox"/>				
1.28		Carriage of Grain in Bulk (GRA)	If Carrying Grain in Bulk	<input type="checkbox"/>				
1.29		Ships Carrying Dangerous Goods Document of Compliance (IMDG)	If Carrying Dangerous Goods	<input type="checkbox"/>				
1.30		IMSBC CODE (IMSBC)	If Carrying Solid Bulk Cargoes	<input type="checkbox"/>				

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1.31		Seaworthiness (SW)	Special Cases	<input type="checkbox"/>				
1.32	Small Ships	Cargo Ship Safety under 500 (SAF)	<500 GT	<input type="checkbox"/>				
1.33		Cargo Ship Safety Radiotelephony under 300 (SRA)	<300 GT	<input type="checkbox"/>				
1.34	Special Purpose	Special Purpose Ship Safety Certificate (SPS)	SPS Code	<input type="checkbox"/>				
1.35	Speed Craft	High-Speed Craft Safety Certificate (HSC)	All Crafts	<input type="checkbox"/>				
1.36	Fishing Ships	Fishing Ship Safety Certificate (FISVEL)	≥24m	<input type="checkbox"/>				
1.37	Chemical Tankers	Carriage of Dangerous Chemical in Bulk (IBC)	If Built After 01 July 1986	<input type="checkbox"/>				
1.38		Carriage of Dangerous Chemical in Bulk (BCH)	If Built Before 01 July 1986	<input type="checkbox"/>				
1.39		Carriage of Noxious Liquid Substances in Bulk (NLS)	If Carrying NLS Substances	<input type="checkbox"/>				

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1.40	Gas Carriers	Carriage of Liquefied Gases in Bulk (IGC)	IGC Code, Section 1.4	<input type="checkbox"/>				
1.41		Carriage of Liquefied Gases in Bulk (GC)	GC Code, Section 1.6	<input type="checkbox"/>				

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List of Deficiencies:

No.	Deficiency Description	Rectified		Rectification Note / Date
		Yes	No	
1		<input type="checkbox"/>	<input type="checkbox"/>	
2		<input type="checkbox"/>	<input type="checkbox"/>	
3		<input type="checkbox"/>	<input type="checkbox"/>	
4		<input type="checkbox"/>	<input type="checkbox"/>	
5		<input type="checkbox"/>	<input type="checkbox"/>	
6		<input type="checkbox"/>	<input type="checkbox"/>	
7		<input type="checkbox"/>	<input type="checkbox"/>	
8		<input type="checkbox"/>	<input type="checkbox"/>	
9		<input type="checkbox"/>	<input type="checkbox"/>	
10		<input type="checkbox"/>	<input type="checkbox"/>	

Special Notes <sup>(if any)</sup>:

Report Date:

Inspector Name& Signature: