



# NATIONAL SHIPPING ADJUSTERS



## TECHNICAL LETTER No 10/2019

FROM: NASHA Technical Department  
TO: NASHA exclusive surveyors- Owners-Vessels  
SUBJECT: CHECKLIST FOR THE VESSEL REVIEW BEFORE  
ARRIVAL  
DATE: MARCH 22<sup>TH</sup>, 2019.

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Port State Control detentions due to ISM failures are becoming more common as the authorities are grouping deficiencies together to justify detaining the ship. The objectives of the International Safety Management (ISM) Code are to ensure safety at sea, prevention of human injury or loss of life, and avoidance of damage to the environment and property. The objectives of the ISPS Code are to ensure security of ships and port facilities.

The company is responsible for implementing an effective safety and security management system to ensure these objectives are met. By doing this, the risk to the fleet can be minimized and avoid costly fines and Port State Control detentions. Effective implementation of ISM and ISPS will protect the fleet's reputation and help to get most out of the company's resources. It is strongly advised that all items in this aide memoire are checked on an ongoing basis to supplement your own operational and maintenance procedures and your flag State's requirements.

PSC officers always commence their inspection in the Master's office. ***It is essential that certification is up to date, original and valid. All other necessary documents and manuals should, where required, be approved and onboard.***

If equipment is broken or missing, or the ship has suffered damage en-route, the Master must notify the port authorities prior to port entry. If the port authorities are informed of the problem and of any permanent or temporary remedies agreed with the flag State, the vessel should not be detained. However, if notice is not given before entry, the Port State has clear grounds for inspection, possibly leading to a detention.

## **PSC CATEGORIES: PORT ARRIVAL PRE-ARRIVAL**

Accidental damage that is suffered while sailing to the port of call must be submitted to the Port State with details on the circumstances of the accident, damage suffered, remedial action and information about notification to the Flag State.

## **INCREASED CHANCES OF PORT STATE ACTIVITY**

First time being in the region in the past year.



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- Vessel has not been inspected in the last 6 months.
- Deficiencies were found at last Port State inspection.
- Vessel has been detained in the last year.

## ISM CODE: PSC ISM-RELATED DEFICIENCIES ISM ELEMENT: SAFETY AND ENVIRONMENTAL PROTECTION POLICY

- A Safety and Environmental Protection (SEP) policy, understood and supported by the crew, provides strong evidence of an overall effective implementation of the company's SMS.
- The policy posters are displayed at prominent locations.
- The policy is properly controlled, and the latest revision is in use.
- Crew members are able to demonstrate a satisfactory level of awareness of the SEP policy.
- Safety and environmental objectives and targets established in the SMS are consistent with those contained in the policy statement.
- On board procedures and practices support and contribute to the successful achievement of objectives and targets established by the company.

The major PSC organizations publish their criteria for targeting a ship on their web sites. Ship owners and operators should use these criteria to calculate the target rating of their ships.

- Paris MOU - [www.parismou.org](http://www.parismou.org)
- Tokyo MOU - [www.tokyo-mou.org](http://www.tokyo-mou.org)
- USCG - <http://homeport.uscg.mil/mycg/portal/ep/home.do>
- Other MOUs include Abuja, Black Sea, Caribbean, Indian Ocean, Mediterranean, Riyadh and Viña del Mar.

A ship operator may disagree with the findings of the PSC Authority and the majority of the regional PSC organizations have guidelines on how to appeal against a detention. These can also be found on the above web sites.

**If your ship is detained, or appears to be in the process of being detained, you should contact the nearest NASHA office immediately for assistance.**



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The first impression the Port State Authority gain is very important. It will set the scene for any inspections that take place. Take note of:

	YES	NO	N/A
<b>GANGWAY &amp; MOORINGS</b>			
rigged as required (e.g. wires, steps, gangway net, bottom stanchions, man ropes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
clean (e.g. no grease from fall wires on steps, handrails, manropes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ACCESS CONTROL</b>			
identification check (check for photo ID)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
visitors log maintained	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
restricted areas controlled	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>APPEARANCE OF GANGWAY WATCH, OFFICERS AND CREW</b>			
neat working clothes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
appropriate personal protective equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
professional attitude	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>APPEARANCE OF ACCOMODATION AND OUTSIDE</b>			
clean	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
tidy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
well illuminated	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
non slip walkways on outside deck	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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**PSC officer should be accompanied by senior officer(s) during inspection, tour of the vessel etc.**

the accompanying officer(s) should have keys readily available to access secured areas and lockers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**CERTIFICATES AND DOCUMENTS**

Certificates and documents must be valid, carried onboard and available for review.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All required classification, statutory and other trading certificates are readily available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A copy of the company's document of compliance (DoC) with the endorsements for annual verifications.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Safety Management Certificate (SMC).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
International Ships Security Certificate (ISSC).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MLC (MARITIME LABOUR CERTIFICATE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Notes:**  
 The name, Company ID number and address of the Company and ship type must be the same on SMC, DoC, ISSC and CSR.

**DOCUMENTS**

All ISM manuals, procedures and instructions are available in the latest revisions.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A copy of the company's Safety and Environmental policy is available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All records required by the ISM procedures are available and completed as required.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ship's library, documentation and manuals are valid, complete and available as applicable and as required by the procedures and Flag.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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The approved Ship Security Plan (SSP) is available, including evidence of the approval (Approval Letter and Report).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The relevant procedures, instructions and records must be in the working language or languages understood by all personnel.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evidence that the SSP has been submitted for approval may be acceptable in special circumstances.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All officers and crew should have access to the relevant procedures and instructions, including the Life Saving Appliances and Fire Safety training manuals that should be available in the officers and crew lounges.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It is recommended that notice boards are kept up to date to highlight safety bulletins, procedural changes, contact details, work and rest hours and other relevant information.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>MASTER'S RESPONSIBILITY AND AUTHORITY</b>			
The Master has the responsibility to ensure that the requirements specified in the company's SMS are being observed. To this end, the Master needs to be completely familiar with the SMS and be given the necessary support and overriding authority to make decisions relating to safety and pollution prevention.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Master is able to demonstrate familiarity with his/her role and responsibility under the ISM Code.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SMS contains a clear statement giving the Master overriding authority to take decisions relating to safety and pollution prevention and to ask for assistance from the company when needed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Master is aware of where this overriding authority is documented and is able to explain the intent of this provision.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Master's review of the SMS has been carried out as specified in the SMS and that it is effective.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Master's standing and night orders are current and in accordance with SMS.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Master is verifying that crew is observing the procedures and processes specified in the company's SMS.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>RESOURCES AND PERSONNEL</b>			
The SMS must ensure that all personnel including the crew are competent, properly qualified, medically fit and given the proper training and familiarization to safely and efficiently perform their assigned responsibilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





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Crew on board meet or exceed the minimum safe manning criteria established by the flag Administration, and the vessel is appropriately manned in order to maintain safe operations on board under all conditions.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Officers and ratings hold valid certificates and endorsements as per the International Convention on Standards of Training, Certification and Watchkeeping.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>SEAFARERS (STCW)</b>			
All crew hold valid medical fitness certificates.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Master is fully conversant with the company's SMS.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety induction, shipboard familiarization and safety training of crew have been carried out as per the SMS.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crew members are able to effectively communicate as a team in the execution of their duties.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crew members are able to demonstrate their familiarity with the SMS commensurate to their roles and responsibilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shipboard officers are familiar with relevant rules and regulations covered by the SMS.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Company and ship security officers are qualified and hold valid certificates as required by the Administration.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watchkeeping schedules have been established, and a record of hours of rest is being maintained as per the STCW.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ILO MARITIME LABOUR CONVENTION (MLC, 2006) MEDICAL CERTIFICATION</b>			
Seafarers are not allowed to work if they are not medically fit.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seafarers have been issued a medical examination certificate by a qualified medical practitioner in accordance with the national law.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical certificate validity should not be more than two years for seafarer 18 years or more and one year for seafarer less than 18 years of age.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seafarers holding color vision certificates does not exceed 6 years of validity or any other time frame impose by flag state.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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If the medical certificate has any restriction, seafarer do not attend to any task where the restriction applies.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical certificates are in the English language if the ship is engaged in international voyages.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>QUALIFICATIONS OF SEAFARERS</b>			
Seafarers are trained or certified in accordance with the STCW convention, and minimum requirements of the Safe Manning Document (SMD) are met.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All seafarers have completed training for personal safety onboard ship.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seafarers' employment agreements.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Copy of seafarer employment agreement (SEA) and collective bargaining agreement (CBA) as applicable are available on board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Each SEA is signed by the seafarer and the ship owner or an authorized representative of the shipowner.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All SEA address requirements of the Standard A 2.1 and are consistent with applicable national standard(s).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SEA is written in the English language and does not contain any clause that violates seafarers' rights.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>HOURS OF WORK OR REST</b>			
Work schedule at sea and in port conforms to the requirements of the convention.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Work schedule is written in English language and working language of the ship and posted in relevant locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Records of hours of work or rest are maintained in a format specified/accepted by the flag state.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>MANNING LEVELS FOR THE SHIP</b>			
Ship complies with the Safe Manning Document (SMD) or equivalent issued by the flag state.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sufficient number of seafarers are onboard to ensure safety and security under all conditions, taking into account seafarer fatigue and the particular nature and conditions of voyages undertaken.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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## ACCOMMODATION AND ONBOARD RECREATIONAL FACILITIES

Documentary evidence confirming that accommodation is built to the applicable national standard(s).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Heating, lighting, ventilation systems, and other fittings and fixtures are in good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Separate sleeping rooms and sanitary facilities are provided to men and women seafarers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sanitary facilities are adequate for number of personnel onboard and functional.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hospital is maintained in accordance with the national requirements and used only for taking care of sick seafarers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Laundry facilities are adequate and functioning correctly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise and vibration including other ambient factors are controlled and within limits as specified under national requirements.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Periodic Inspection records of the accommodation, including mess rooms and recreational facilities are available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## FOOD AND CATERING

Food and drinking water of adequate quantity, nutrition and quality are provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seafarers are not charged for food and drinking water.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ship's cook is at least 18 years of age and trained and qualified for the position.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Periodic inspection records of food, drinking water, food preparation, storage and handling areas are available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Catering facilities are hygienic and fit for the purpose	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## HEALTH AND SAFETY AND ACCIDENT PREVENTION

Health and Safety Policy is available and understood by all seafarers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Programs for prevention of occupational accidents, injuries, and diseases are implemented.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety committee meetings are periodically conducted and documented.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





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Personnel Protective Equipment (PPE) is available to seafarers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A risk assessment is taken into consideration for the work assignment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accidents are investigated and reported.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ON BOARD MEDICAL CARE</b>			
Seafarers are provided appropriate health protection and medical care on board the ship at no cost.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personnel with appropriate STCW qualification are on board to provide medical care or first aid (where medical doctors are not required to be carried on board).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical chest, medical supplies and equipment meets national requirements.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
International Medical Guide for Ships and medical report forms are maintained on board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>PAYMENT OF WAGES</b>			
Seafarers are paid regularly in accordance with SEA (including CBA if any), at least monthly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monthly wage slips are provided to each seafarer, and no unauthorized deductions are made.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Charges for remittances and allotments, including exchange rates, are in accordance with national requirements.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>FINANCIAL SECURITY FOR REPATRIATION</b>			
Evidence of financial security confirms that financial security for repatriation is available onboard and includes an attestation from the financial security provider that the financial security meets the requirements of Stand A2.5.2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial security documents include name of the ship, port of registry, call sign, IMO number, name and address of the provider or providers of the financial security, contact details of the persons or entity responsible for handling seafarers' requests for relief, name of the shipowner, and period of validity of the financial security.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A copy of the Financial Security is posted in a conspicuous place on board where it is available to the seafarers. Where more than one financial security provider provides cover, the document provided by each provider are carried on board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>FINANCIAL SECURITY RELATING TO SHIOWNERS' LIABILITY</b>			



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Evidence of financial security confirming that financial security for repatriation is available onboard and includes an attestation from the financial security provider that the financial security meets the requirements of Standard A 4.2.1.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial security documents include name of the ship, port of registry, call sign, IMO number, name and address of the provider or providers of the financial security, contact details of the persons or entity responsible for handling seafarers' requests for relief, name of the shipowners, and period of validity of the financial security.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A copy of the Financial Security is posted in a conspicuous place on board where it is available to the seafarers. Where more than one financial security provider provides cover, the document provided by each provider are carried on board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>MAINTENANCE OF THE SHIP AND EQUIPMENT</b>			
This element addresses areas in the SMS where the highest percentage of nonconformities and deficiencies are identified. <i>Nearly 30%</i> of all PSC ISM-related deficiencies relate to inadequate maintenance. A vast majority of detainable PSC ISM deficiencies (Code 30) relate to maintenance of ship and equipment.			
The vessel is clean, tidy, habitable and well illuminated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is no evidence of excessive corrosion and/or wastage on exposed decks and fittings.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The ship has implemented and is maintaining an effective planned and/or preventive maintenance system (PPMS).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PPMS is up to date with minimum overdue maintenance items.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inspection of the vessel is carried out as established in the SMS, and identified defects are being dealt with.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All class, statutory and other required trading certificates are valid and up to date.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No unauthorized repairs, modifications or alterations have been carried out.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Machinery and hull defects including breakdowns have been reported to the company.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reported defects are being monitored by the company, and timely corrective action is being implemented to rectify them.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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There is no accumulation of oily water residues in the machinery space bilges or on the tank tops.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air pipes, sounding pipes, ventilators and closing appliances are properly maintained and are fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lifeboat/rescue boat lowering winch/davits are being maintained/serviced and are in good operational condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Critical and standby equipment and systems have been identified and routine testing is being carried out.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A sufficient stock of spares and stores is available on board as required by the SMS.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Records of maintenance and test activities are available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>BRIDGE</b>			
<b>NAUTICAL PUBLICATIONS</b>			
The latest publications are on board for ready reference such as IMO publications and flag Administration regulations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>CHARTS</b>			
Charts, including tide tables, are up to date.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Notice to Mariners is properly logged.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electronic charts display the information systems.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>PASSAGE PLANS</b>			
Voyage passage plans are correctly documented.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>LIGHTS, SHAPES AND SOUND SIGNALS</b>			
The list of lights, international code of signals and illustrated table of lifesaving signals is legible and the signaling lamp is in good working condition and has been tested on both emergency power supply and battery power.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lights are installed in correct location based on COLREG 1972 (e.g. Stern Lantern, Mast Head Lantern, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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Port and Starboard side lights screens are painted matte black.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>MAGNETIC AND GYRO COMPASSES</b>			
The standard magnetic compass is adjusted for proper working condition, and the deviation card has been updated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No excessive deviation errors.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The standard magnetic compass is free of air bubbles.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The lifeboat/rescue boat magnetic compass is in good working order.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The gyro compass is operational, and the error book is maintained.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>RADAR TRANSPONDER</b>			
The radar transponder is located in the proper location, operationally tested and the expiration date of batteries is confirmed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>RADARS, ECHO SOUNDER AND ECDIS</b>			
Radars and echo sounder are in proper working condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ECDIS audible alarms are fully functional.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>BRIDGE NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS)</b>			
BNWAS to be demonstrated that system is protected by security pass code (should be under control of Master).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>DOCUMENTATION</b>			
Service records for life raft and fire extinguishing equipment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ship records from the Master's Log, primary and secondary steering gear testing, remote steering control, steering positions on the bridge, rudder angle indicator, steering gear failure alarms, control communications and control alarms, proper functioning of the emergency diesel generator, main propulsion ahead and astern testing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>THE BATTERY ROOM</b>			
Room is to be inspected for cleanliness and proper ventilation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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Battery room equipment is present and in good condition (gloves, eye protection, hydrometer, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>PYROTECHNICS</b>			
Dates on flares are not expired and required amount are to be on board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ACCOMMODATIONS FIRE DAMPERS AND DOORS</b>			
The fire dampers are in good working condition, functionally tested and recently examined internally and externally.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Damper flaps are structurally sound with no edge wastage.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The external ventilation trunk is marked to show damper flap position – OPEN or CLOSE.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The location of fire dampers can be found on the fire control plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Louver type dampers are tested to ensure louver contact and function.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weathertight doors are closing properly and in accordance with load line regulations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accommodation internal fire doors not tied back with 'hooks.'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>FIREFIGHTING EQUIPMENT</b>			
The fire, smoke and heat detectors have been tested for proper operation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire detection panel displays with no faults.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire stations have the appropriate equipment secured properly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire hoses are not leaking and have been checked for dry rot and usability.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire hoses are of correct length and diameter for location (15m, 20m, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire main is in good condition and does not have patches or holes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





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Isolation and relief valves are working properly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Portable and fixed firefighting systems have been serviced as required, and extinguishers are properly marked with date of servicing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fixed firefighting systems have been serviced and do not have any loose hoses, and the system has been reactivated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire line isolating valve between the engine room (ER) and deck has been tested and is working properly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Foam systems where fit have had analysis samples taken and are operation-ready.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fixed water spray system valves are aligned and ready for immediate use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access to fixed CO2 system (key in glass box) to be readily available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>FIRE CONTROL PLANS</b>			
Fire control plans are up to date with appropriate IMO markings and symbols.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency control stations are clean and equipped with applicable safety equipment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Remote and quick closing devices are in good operating order.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>LIFE JACKETS WITH LIGHTS AND WHISTLES</b>			
The correct number and location are clearly shown on the safety plan and are located on board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>CARGO AREA- LIFERAFTS</b>			
Liferafts have been serviced by an approved servicing company.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Liferaft hydrostatic releases are correctly connected and have valid service certificates and/or expiry dates.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Liferafts are properly secured.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Launching arrangements are in good condition (as applicable) with no obstructions for float-free operation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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## LIFESAVING EQUIPMENT

Lifebuoys – the correct number is identified by type with line, light or smoke as applicable and with legible vessel markings.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bridge wing Man-Overboard smoke and lights ready for easy release.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## HATCH COVERS AND WEATHERTIGHT CLOSING APPLIANCES

Hatch covers and weathertight closing appliances are in proper working condition and have been checked for missing or damaged gaskets, cleats, wedges and securing devices.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hatches are tight and properly fitted.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Where required, there is safe access to the bow.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## CARGO CONTROL ROOM

Oil Discharge and Monitoring Equipment is functioning properly and has not been tampered with.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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## MAIN DECK-LIFEBOATS/RESCUE BOAT

The lifeboat (rescue) structure (hull integrity, seats/ thwarts, flooring, releasing hook connections to the boat, releasing gear, tiller/gudgeons) has been checked for proper maintenance with no wastage or rot.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The engine is in good working condition and has been operationally tested, and fuel tank is full.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The lifeboat (rescue) equipment has been checked for proper quantity, expiration date and condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lifeboat/rescue boat painter is connected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lifeboats (rescue) have been lowered as per schedule and released from hooks to confirm release mechanisms.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Required interior equipment has been accounted for.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lifeboat seat belts are of contrasting colors.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lifeboat window at helmsman's position has clear visibility.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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Lifeboat hatches are maintained.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lifeboat nonslip surfaces are maintained.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air supply system is maintained.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>LIFEBOAT/RESCUE BOAT AND LIFERAFT DAVITS</b>			
Davits are in good working condition and have been operationally tested.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Davits should be checked for wastage, proper hoisting/lowering and braking function.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sheaves and loose gear are not worn.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wires have been serviced and changed out as necessary.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limit switches and winches have been tested.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Launching instructions are clearly posted and located in way of emergency lighting.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>DECK</b>			
Excessive corrosion, cracking, buckling – if found should be immediately reported.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Handrails are intact and in accordance with load line regulation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>AIR PIPES AND VENTILATORS</b>			
Air pipes and closure devices are checked for wastage.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Closure devices have been opened and the flame screen checked.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>SHORE CONNECTIONS</b>			
International shore connection is on board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electrical shore connections have proper connections and are functioning.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MARPOL Annex I and IV standard discharge connections where required have proper fittings, are marked, and have proper intact drip coamings.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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<b>ACCOMMODATION LADDER</b>			
Accommodation ladders are free of any defects (fractured steps, side ropes etc.), and the gangway safety net has been prepared and correctly rigged.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>VESSEL ACCESS</b>			
Gangway log book entries are maintained and up to date.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Areas with restricted access are clearly marked and locked.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>LOAD LINE – DRAFT MARKS</b>			
Port and Starboard Load Line marks checked and confirmed to be clearly visible.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Draft marks are clear to read.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ENGINE ROOM MAIN AND EMERGENCY FIRE PUMPS</b>			
The main and emergency fire pumps are to be in proper working condition – gauges operational, priming pump functioning, remote starting is operational (if applicable) and pumps are capable of taking sea suction and maintaining the proper line pressure.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating instructions are posted in plain view.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual examination is completed of fixed firefighting system nozzles.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>MACHINERY SAFETY SYSTEMS</b>			
Valves are free from obstruction and are in operational condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All machinery safety systems are operational without alarms present.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All FO Tank sounding pipes are closed, and self-closing devices are working correctly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ELECTRICAL INSTALLATION</b>			



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220v main and emergency switchboards, and feeder panels are clear of any low insulation readings.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Switchboards are to be provided with insulated matting both in front and behind.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>CLEANLINESS</b>			
Excess oil leaks from engines, bilges, containment areas and FO/LO processing areas have been cleaned.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The sources of any excessive oil leaks have been rectified.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Repair damaged lighting and/or replace burned bulbs.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire hydrants and hose stations are clean and in good working order.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No thermal insulation is oil soaked.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No oil-soaked rags are left in decks or bilge wells.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tools and equipment are stored properly, and emergency exits are clear.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>MARPOL ANNEX IV</b>			
Sewage treatment plant is fully operational, including aeration blowers, sight tube, alarm panel, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sewage treatment system is operational and not leaking.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>MARPOL ANNEX V</b>			
Garbage Management Plan are available on board.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garbage Record Book entries are up to date.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Incinerator alarms and safety devices are all fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>MAIN PROPULSION ENGINE</b>			
Components of the main propulsion engine are working correctly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The emergency control station and engine side station are operating correctly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





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Validate that emergency procedures can be carried out as applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There are no visible engine oil leaks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MARPOL Annex VI, technical files for each engine should be available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The record book of the engine parameters should be updated by the Chief Engineer as applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>AUXILIARY ENGINES AND EQUIPMENT</b>			
Auxiliary engines and attachments have been tested to see that gauges, emergency shut downs, automatic changeovers and quick closing valves are operating properly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Auxiliary engine fuel oil leakage alarms are working and drain valves are in closed position.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MARPOL Annex VI, the EIAPP certificates and technical files for each engine should be available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The record book of the engine parameters should be updated by the Chief Engineer as applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There are no visible engine oil leaks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>OILY WATER SEPARATOR EQUIPMENT</b>			
Check to see that oily water separator equipment and 15 ppm alarm have been operationally tested including automatic stopping devices, alarms, piping systems and gauges, and found properly functioning.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Confirm that no unauthorized piping or electrical modifications have been made.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Verify that the Oil Record Book has been filled out correctly and signed by the Chief Engineer and Master, as per MARPOL Annex I.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>HIGH PRESSURE FUEL LINES</b>			
High pressure fuel lines are jacketed and spray shields in place as required.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>PORTABLE AND FIXED FIREFIGHTING SYSTEMS</b>			
Systems have been serviced as required and extinguishers are properly marked with date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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of servicing.			
Machinery space fire hoses are correct length (15m maximum).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Boiler burner location is provided with sand box.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire Doors have proper closing mechanisms and are not purposely open.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>MARPOL ANNEX VI (INCINERATORS)</b>			
Valid IMO Type Approval Certificate is available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Manufacturer's operating manual is available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Incinerator alarms and safety devices are all fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>WORK SPACES (PUMP ROOM, STEERING FLAT, ETC.)</b>			
<b>MAIN AND EMERGENCY FIRE PUMPS</b>			
The main and emergency fire pumps are to be in proper working condition – gauges operational, priming pump functioning, remote starting is operational (if applicable) and pumps are capable of taking sea suction and maintaining the proper line pressure.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating instructions are posted in plain view	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>STEERING GEAR</b>			
The main and emergency steering gear has been tested and is functioning properly with no visible hydraulic leaks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Steering gear gyro compass repeater without deviation error.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>EMERGENCY POWER</b>			
The emergency generator has been operationally tested and is capable of coming online automatically within 45 seconds.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency generator fuel oil tank is full, and quick closing valve is operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency lighting is operationally tested, and any defective lights replaced.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A transitional source of power (as applicable) and emergency power batteries have been	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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checked for proper operation.

## PORTABLE AND FIXED FIREFIGHTING SYSTEMS

Systems have been serviced as required and extinguishers are properly marked with date of servicing.

## INSULATION

A-60 Insulation is intact in all areas (emergency escape trunks, etc.).

### **NOTE:**

#### **IF YOUR SHIP IS DETAINED**

**Owners and representatives are to notify NASHA when a vessel is being detained by a Port State Authority or flag Administration.**

**Eng. Angie Reyes-areyes@nashapanama.com**  
**info@nashapanama.com**

NASHA