

Marine Inspection Checklist for Small Workboats



The International Marine Contractors Association (IMCA) is the international trade association representing offshore, marine and underwater engineering companies.

IMCA promotes improvements in quality, health, safety, environmental and technical standards through the publication of information notes, codes of practice and by other appropriate means.

Members are self-regulating through the adoption of IMCA guidelines as appropriate. They commit to act as responsible members by following relevant guidelines and being willing to be audited against compliance with them by their clients.

There are two core activities that relate to all members:

- ◆ Safety, Environment & Legislation
- ◆ Training, Certification & Personnel Competence

The Association is organised through four distinct divisions, each covering a specific area of members' interests: Diving, Marine, Offshore Survey, Remote Systems & ROV.

There are also four regional sections which facilitate work on issues affecting members in their local geographic area – Americas Deepwater, Asia-Pacific, Europe & Africa and Middle East & India.

IMCA M 189, IMCA S 004 Rev. 1

This report was originally prepared for IMCA, under the direction of its Offshore Survey Division Management Committee, by Poseidon Maritime (UK) Ltd. It has been developed as a basic standard for inspecting small workboats internationally.

This revision has been carried out in light of the revision of the small vessel code on which the original document was based and in order to ensure it continues to address this area from an international perspective.

It is only intended as a guide and its use is not obligatory. Use of this checklist does not imply that any vessel has been constructed or operated in any way or complies with any classification or requirements whatever of any regulatory body.

This checklist is based on the UK Maritime and Coastguard Agency (MCA) publication *The Small Commercial Vessel and Pilot Boat (SCV) Code*. The code was developed for application to small UK vessels of up to 24 metres load line length which are either vessels in commercial use (other than for sport or pleasure) at sea and which carry cargo and/or not more than 12 passengers or provide a service in which neither cargo nor passengers are carried or are UK pilot boats.

Although this marine checklist is based on the MCA code, it has been amended to make it suitable for international application.

IMCA has also published other guidance and information documents which may be of use to inspectors and vessel owners and/or operators.

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The information contained herein is given for guidance only and endeavours to reflect best industry practice. For the avoidance of doubt no legal liability shall attach to any guidance and/or recommendation and/or statement herein contained.

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IMCA M 189, IMCA S 004 Rev. 1 – December 2007

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1 Introduction

1.1 Purpose

The purpose of this document is to provide a basic marine inspection standard for workboats which are used world-wide and are less than 500 gross tonnage and are therefore not required to have either an International Safety Management or an International Ship Security certificate, although the principles outlined within the two codes are worth following.

In this document 'small workboat' means a small vessel in commercial use, other than for sport, pleasure, pilot duties, surveying of harbours and their approaches or dredging. These small workboats could be used for various appropriate tasks such as inshore survey, repair of remote equipment, shallow water air dive support, construction support and personnel transfer.

The main purpose of this checklist is to verify that a workboat is being operated in a safe manner. It is not intended to verify that the vessel has been constructed or operated in accordance with the requirements of any specific IMO, flag state or coastal state regulation nor is it intended to indicate that the vessel is suitable for a particular role or job.

1.2 Vessel Categories

In this document seven different categories of small workboats have been identified.

Category 6	Within three miles of land and not more than three miles' radius from either the point of departure to sea or the seaward boundary of protected waters. A category 6 workboat may also include workboats which are based at an offshore installation or offshore facility which are able to provide a 'safe haven'. This may be achieved by recovering the workboat from the water or other appropriate means.
Category 5	Up to 20 miles from a nominated departure point, with favourable weather and in daylight.
Category 4	Up to 20 miles from a safe haven, with favourable weather and in daylight.
Category 3	Up to 20 miles from a safe haven.
Category 2	Up to 60 miles from a safe haven.
Category 1	Up to 150 miles from a safe haven.
Category 0	Unrestricted service.

'Safe haven' means a harbour or shelter of any kind which affords safe entry and protection from the force of weather.

1.3 Inspector Competency

The person undertaking the inspection should have the following knowledge and experience:

Knowledge

- ◆ Current maritime legislation for area(s) of operation;
- ◆ Coast state requirements for proposed area(s) of operation; and
- ◆ Type of vessel being inspected.

Experience

- ◆ Two years' supervisory experience at a senior level on offshore vessels e.g. master, chief engineer, party chief etc.; and
- ◆ Previous experience of marine inspection.

1.4 Inspection Process

The inspection should be planned and undertaken in liaison with the vessel operator to maximise the use of resources while creating least disruption to ongoing activities. Sufficient flexibility should be built in to the programme to reflect changing operational demands. To this end the inspector and vessel operator should discuss in advance:

- ◆ the timing and programme (opening meeting, scope of inspection and closing meeting);
- ◆ approximate duration and format of the inspection;
- ◆ the personnel to be made available; and
- ◆ vessel's documentation required to be viewed (including previous inspection reports where available).

Throughout the inspection, the inspector, where possible and appropriate, should be accompanied by the relevant vessel personnel familiar with the area being inspected.

On conclusion, the inspector should provide the relevant vessel personnel with a verbal briefing and a brief written summary of the result of the inspection. Recommendations made as a result of the findings and observations should be prioritised:

High	For immediate action/prior to the vessel's departure.
Medium	To be completed within three months, with the exception of items that require to be undertaken during a major overhaul period such as dry-docking.
Low	Consideration for improvement.

It is important that an inspection summary is included which provides an overall impression of the vessel and any other comments that may be useful to the reader of the report.

2 Vessel Particulars

	Requested Information
Name of vessel	SKUA II
Class/IMO number	C18278
Type of vessel <i>(include detail of any special features)</i>	Small commercial vessel
Previous name(s)	
Date of inspection	16-08-10
Port of inspection	Aberdeen
Name of inspector	John Strachan
Qualifications of inspector	Master St/By & Seismic Survey / Marine Consultant
Vessel operation at time of inspection <i>(e.g. mobilising, loading, discharging, bunkering, repairs or idle)</i>	Idle
Vessel operator: Name: Address: Tel: Fax: E-mail:	Richard James Greenhowe Blackdog Croft, Blackdog, Aberdeen, AB23 8BT 07807031018 Ricky_greenhowe@hotmail.co.uk
Date current vessel operator assumed responsibility for vessel	24-03-2002
Flag <i>(if the vessel has changed flag within the past six months, report date of change and previous flag in 'additional comments')</i>	UK
Port of registry	Aberdeen
Classification society and details of class	MCA
Workboat certificate details Issued: Issued by: Valid until: Category: Last annual exam: <i>(valid if issued within past 15 months)</i>	20-04-10 MCA 23-03-15 3/20 Miles from safe haven
Total allowance number of persons on board (PoB) <i>(total of crew plus other workforce members and/or personnel in transit)</i>	8 persons (including crew)
Additional comments <i>(include any additional specialised equipment vessel has onboard)</i>	

3 Vessel Condition

General comments should be made on the following areas and, if appropriate, photographs should be taken.

General Safety Management	Comment/Observation
Hull (e.g. do all watertight doors and openings close effectively? Is the hull free from obvious defects? etc.)	All watertight doors and openings close effectively, with the exception of the engine room vent as mentioned in Ref No.1 & 7. The hull is free of any defects and is in good condition.
Accommodation sleeping area (If applicable)	N/A
Bridge	Well maintained
Mess room (If applicable)	N/A
Galley	N/A
Main deck	Well maintained
Machinery space (e.g. is the space free of oil leaks, clean with no accumulation of flammable substances and materials, clean bilges etc?)	Free from leaks and clean
Electrical equipment (e.g. is temporary equipment connected into the vessel in a safe manner? Is all permanent wiring adequately supported and secure? Is there any evidence of bare electrical wires? etc.)	All in order
Storage areas (general)	All in order
Paint/chemical storage	N/A
Other areas	
Additional comments/observations:	

4 Summary of Observations

Priority	Ref number	
Medium	No 1 & 7	Watertight closure. Engine room deck vent closure flap missing.
Medium	No 67	The vessel sound signal is not working.
Medium	No 133	1 x Life buoy port side no name or port marked on buoy.
High	No 136	8 x life jackets due annual inspection 13-07-2010


5 Document Checklist



Certificate or Document	Issued	Valid Until	Comments
Flag state certificate(s)	30-07-09	15-09-14	Certificate of British registry
Classification society certificate(s)	20-04-10	24-03-10	MCA class Small commercial vessel certificate
Radio station licence	15-01-07	Life time ofcom licence	Ship radio licence /ship portable radio licence
Life raft servicing certificates	05/2010	05/2011	Type - Surviva 8 persons
Hydrostatic release certificates		08/2012	No cert sighted, the hydrostatic release unit is new.
Certificates of insurance <div>Employer's liability</div> <div>Hull and machinery</div> <div>P&I</div>	<div>21-09-09</div> <div>N/A</div> <div>N/A</div>	21-09-10	AVIVA – Cruising range, Inland and coastal waters of the united kingdom
Reports of previous port state control inspections	10-08-09		Fishing vessel code of practice for safety of small fishing vessels MSN 1813 (F)
Certificates of test and thorough examination of lifting equipment	N/A		
Date of last independent inspection of lifting equipment	N/A		
Radio logbook			
Logbook/s (e.g. official/deck/engine)			


6 Checklist Based on Approved Code of Practice for Workboats

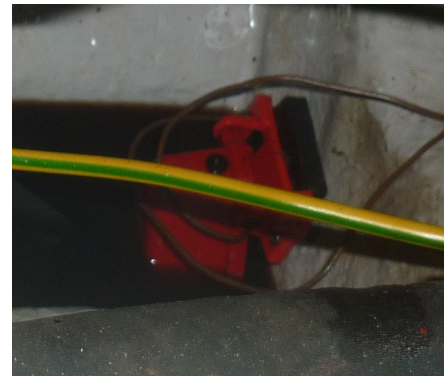
Ref. No	Question	Yes/No	Comments	Recommendation
Weather-tight integrity				
1	Is it possible to secure all openings to prevent the ingress of water whilst at sea?	No	A closure flap was missing from vent on deck from engine room	Flap to be fabricated and put in to place See picture below-
2	Are doors located above the weather deck, which give access to spaces below, weather-tight and able to be operated from either side?	Yes		
3	If there are any opening skylights fitted, can they be effectively secured from either side?	N/A		
4	Are blanks available for securing in place, in the event of breakage of a skylight?	N/A		
5	If any opening or port-lights are below the weather deck, are there dead-lights or blanks available to be secured in place?	N/A		
6	Can all opening port-lights be effectively secured?	N/A		



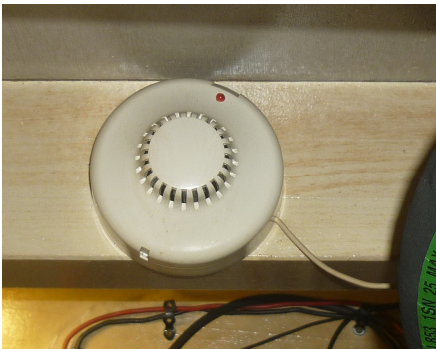
Ref. No	Question	Yes/No	Comments	Recommendation
7	Are all weather tight closures to ventilators in full working order?	No	A closure flap was missing from vent on deck from engine room	Flap to be fabricated and put in to place See picture below- 
8	Does the hull and structure of the vessel appear in a good state of repair?	Yes		
9	Is there any independent certificate of inspection of the vessel available (e.g. classification society/flag state/insurance survey)?	Yes	Small commercial vessel certificate MCA issued – 20-04-10 valid until 23-03-15	
10	When a deck is fitted with bulwarks such that water may be trapped, are there effective freeing ports?	Yes	All open type situated around deck bulwarks, all clear of any obstructions	
11	Are sea inlets and discharges below the waterline fitted with a seacock or other effective means of closure?	Yes	There are 2 x seacock fitted and in working order	
12	Is there evidence of any water leaking into the vessel below decks?	No		

Ref. No	Question	Yes/No	Comments	Recommendation
Machinery and electrical				
13	Are the engine/generator and the space in which it is sited clean and well maintained?	Yes	Very clean and well maintained see attached picture -	
14	Are vent pipes for fuel tanks protected against water ingress by a goose neck or other efficient means?	Yes		
15	Are vent pipes for fuel tanks protected against flame ingress by a suitable gauze diaphragm?	Yes	See picture of gauze diaphragm on fuel vent pipe	
16	What means is there to effectively control fuel spillages or leaks from permanent or temporary equipment?		Buckets and rags would be used for this and disposed of in correct manner	

Ref. No	Question	Yes/No	Comments	Recommendation
17	Is there a safe means of isolating the fuel supply in the event of an emergency?	Yes	3 x shut off valves situated in fish hold also when bridge ignition switch is shut off , this also isolates the fuel supply	Shut off valves in fish hold outside of engine room – 
18	Are there any fuel or oil leaks in the machinery spaces?	No		
19	Are the bilges free from oil?	Yes	The bilges are very clean	
20	When batteries are the sole means of starting the propulsion engine, are there at least two sets of batteries available?	Yes	Demonstration given of operating the two sets of batteries	
21	Are there safe means of isolating electrical supplies?	Yes	Situated port side of bridge two banks all 24 volt	
22	Are electrical systems protected from water?	Yes	The skipper commented that there is a good distance between where the electrics are situated in comparison to any water pipes	
23	Are battery spaces adequately ventilated?	Yes	The batteries in bridge are ventilated internally and externally	
24	Is the battery cut-off switch operational?	Yes	Demonstration given operational	
25	Are all batteries secured firmly to prevent movement?	Yes	All secured very well	
26	How is effective emergency lighting provided to allow escape from under-deck and to allow essential activities to continue?		Emergency torch onboard	

Ref. No	Question	Yes/No	Comments	Recommendation
27	How is effective emergency lighting provided to illuminate: i) survival craft launching and embarkation areas; ii) man-overboard rescue equipment and rescue areas?			
28	If steering by remote control, are there effective means of emergency steering?	Yes	Emergency steering, tiller situated aft deck	
29	Are there two fully working bilge pumps?	Yes		
30	Is at least one bilge pump available for duty in an emergency? (<i>The pumps and sources of power, if power-driven, should be in widely separated spaces so that any single event does not disable all the pumping systems.</i>)	Yes	Manual hand pump situated on port side working deck	
31	Is an operating bilge alarm for watertight enclosed spaces where machinery is fitted in?	Yes	There are 3 x bilge alarms situated in forward compartment , engine room and fish hold all in working order with audible and visual warnings at the control position	Picture of engine room bilge alarm sensor- 
32	Are operating manuals available for the machinery?	Yes		
33	Are adequate tools and emergency spares available for the machinery?	Yes	Tool box and ratchet set sighted and adequate for the machinery.	
34	Are maintenance records available for the onboard equipment?	No		

Ref. No	Question	Yes/No	Comments	Recommendation
Stability				
35	Does the vessel have an approved stability information booklet?	Yes	Small commercial vessel code motor SCV (M) stability and freeboard assessment Completed 11-04-10 by Pirie and Smith LTD all in order	
36	Is a competent person available to calculate the vessel's stability?	Yes	Skipper	
37	Are any stability records available to show the effects of adding or removing loads on the vessel?	Yes	As per Ref no 35	
38	Are the crew familiar with the stability issues with regards to winches and lifting operations?	N/A		
Freeboard				
39	Is the vessel marked with a deck line and freeboard mark?	Yes		
40	If the vessel is not marked with a deck line and freeboard mark, how is the safe maximum draft determined?			
Escape				
41	Are there at least two means of escape from any manned/occupied space?	N/A		
42	If there are not at least two means of escape, are there fire detectors?	Yes		
43	Are means of escape clearly marked?	Yes		
Fire				
44	Are fire detectors, where fitted, working?	Yes		

Ref. No	Question	Yes/No	Comments	Recommendation
45	Are the fire detectors, where fitted, tested on a regular basis?	Yes	Tested on a monthly basis	Picture of engine room fire detector- 
46	If no fire detectors are fitted, how is smoke or fire detected?			
47	Is the fire pump working? (<i>This may be a manual or power driven pump.</i>)	Yes	Controlled from bridge , it works through bilge pump system	
48	Can the fire hose deliver a jet of water to any part of the vessel?	Yes		
49	Does the jet and spray nozzle work on the fire hose?	N/A		
50	Are there at least two multi-purpose fire extinguishers on the vessel?	Yes	1 x Foam 9 ltr 1 x Co2 2.2 kg Last serviced 16-03-10	
51	Do they appear in good condition?	Yes		
52	Is there a fixed means of discharging a fire-extinguishing medium to the engine room?	Yes	Co2 fixed system approved	
53	If there is no fixed means of discharging a fire-extinguishing medium to the engine room how would an engine room fire be extinguished?			
54	Are there at least two fire buckets with lanyards?	Yes		
55	Is there a fire blanket in the galley or cooking area?	N/A		
56	Do the crew know how to operate the fire fighting equipment?	Yes		

Ref. No	Question	Yes/No	Comments	Recommendation
Radio				
57	Is there a fixed radio installation fitted with digital selective calling (DSC)? <i>(For category 6 vessels recommendation only.)</i>	Yes	Unit type – DSC controller DS-100	
58	For category 0, 1 & 2 vessels is a medium frequency single side band (MF SSB) radio telephone with DSC fitted as recommended?	N/A		
59	Is an emergency position indicating radio beacon (EPIRB) fitted?	N/A		
60	Is a search and rescue transponder (SART) fitted? ¹	N/A		
61	If operating a NAVTEX area, is a NAVTEX receiver fitted? ²	No		
62	Is there a person onboard with an approved certificate for operation of the radio equipment?	N/A		
63	Are cards available giving a clear summary of the radio telephone distress, urgency and safety procedures?	Yes	Sighted above VHF radio	
64	Are there clear instructions for the operation of the hand held VHF?	Yes	Type – XM Marine 2000	
65	Are the vessel's call sign and radio station identity displayed?	Yes	Situated on forward bulkhead bridge	
Navigation equipment				
66	Are the navigation lights working? <i>(See Appendix 2 for requirements.)</i>	Yes	Demonstration given	
67	Is there a means of making an efficient sound signal? <i>(See Appendix 2 for requirements.)</i>	No	There is an electrically operated horn in bridge but it did not work at time of inspection	To be fixed as soon as possible
68	Is the all round anchor light working?	Yes		
69	Are the not under command (NUC) lights working? <i>(See Appendix 2 for requirements.)</i>	N/A		

¹ The fitting of a SART may be a recommendation or a requirement depending upon the local maritime administration

² NAVTEX is a system used for the broadcast of localised marine safety information (MSI) using radio telex


Ref. No	Question	Yes/No	Comments	Recommendation
70	Are NUC shapes available? (<i>See Appendix 2 for requirements.</i>)	N/A		
71	Does the magnetic compass have a valid deviation card? ¹	Yes	Deviation card last updated April 2010 in date	
72	Does the light work on the magnetic compass?	No	This type of compass has no light fitted however there is sufficient lighting in bridge for use of the compass	
73	For a category 0, 1 or 2 vessel, is a global navigation satellite system or a terrestrial radio navigation system available?	N/A		
74	For a category 0, 1 or 2 vessel, is there means of measuring the distance covered?	N/A		
75	For a category 0, 1 or 2 vessel, is the echo sounder working? ²	N/A	There is a echo sounder type – Furuno FCV – 582 L	
76	Are current, corrected charts available? ³	Yes	Electronic inshore charts in navigation plotter	
77	Are current tide tables available?	Yes		
78	Is there a tidal stream atlas available for the area of operation?	No	Tidal stream information is available on the navigation plotter system	
79	Is there a copy of list of radio signals available for the area of operation?	No		
80	Is a copy of the International Code of Signals available?	N/A	The skipper has a set of flip cards for this purpose	
81	Is an efficient waterproof signalling lamp suitable for Morse signalling provided?	Yes	Searchlight situated on top of bridge in working order	
82	Is an efficient radar reflector fitted?			

¹ A fluxgate compass is an acceptable alternative to the magnetic compass

² Other means to measure the depth of water may be used

³ An electronic chart plotting system complying with appropriate maritime administration requirements may be acceptable


Ref. No	Question	Yes/No	Comments	Recommendation
83	Is there a working fixed or portable searchlight for a vessel that may operate in darkness?	Yes	Situated on top of bridge	
84	Does the vessel have sufficient anchor cable for the proposed area of operation?	Yes	2 x anchors onboard	
Navigation				
85	Is the vessel provided with operator policy statements, instructions and procedures with regard to safe navigation?	Yes	Sighted	
86	Does the vessel have written procedures for entry into a 500-metre zone?	No		
87	Are up-to-date navigation warnings and weather forecasts available?	Yes		
Accommodation				
88	Is all heavy equipment in the accommodation secured?	Yes		
89	Is there an efficient working ventilation system for enclosed spaces that may be entered by personnel?	Yes	The skipper air conditioning system that blows air in to enclosed spaces	
90	Is the vessel to be at sea for more than 24 hours? If yes, questions 91 to 97 should be answered.	No		
91	Is there adequate ventilation to all accommodation spaces including air conditioning if appropriate?	N/A		
92	Is there adequate electric lighting?	N/A		
93	Is there an adequate supply of fresh drinking water?	N/A		
94	Is there emergency drinking water of two litres per person?	N/A		
95	Is there a bunk or cot for all those that will be onboard?	N/A		
96	Is there a galley with adequate means for preparing food, a stove for cooking and a sink?	N/A		
97	Are there adequate toilet facilities for the proposed POB?	N/A		
98	Are there adequate stowage facilities for personal effects for the proposed POB?	Yes		

Ref. No	Question	Yes/No	Comments	Recommendation
Protection of personnel				
99	Is there a safe means of access to the vessel?	Yes	There is a boarding gate and a set of steps	
100	Are there adequate guardrails around the deck?	Yes		
101	Are there at least two safety harnesses onboard and additional harnesses for all those required to work on deck?	Yes	2 x harnesses onboard see picture attachment	
102	Is the surface of the working deck non-slip?	Yes	Non slip rubber mats covering main deck	
103	Are personnel provided with protective clothing appropriate to the prevailing air and sea temperatures?	Yes		
104	If the mean seawater temperature is 10°C or less, is there an approved survival suit for each person on board?	Yes	Lalizas thermal protective suits	
105	What measures have been taken to prevent personnel being exposed to excessive noise?	Yes	Ear protectors	
106	Are noise-warning signs posted as appropriate?	No		
107	Is a safety briefing given to all personnel who go on a voyage covering such items as use of lifejackets and procedures to be followed in the case of an emergency?	Yes	This is incorporated in to the Greenhowe Marine Services Health and Safety policy	
108	In the event of collision, grounding, fire, explosion, gas or toxic vapour release, are adequate written emergency procedures in place?	Yes		

Ref. No	Question	Yes/No	Comments	Recommendation
109	Are adequate medical stores provided? (<i>Consider using company standards or the information given in local maritime administration guidance or regulation e.g. MSN 1768 (UK), Maritime Rules Part 50 (New Zealand).</i>)	Yes	Cat C first aid kit expiry 02-2013	
Crane				
110	Is there a valid test certificate for the crane if fitted? (<i>Refer to IMCA M 187 – Guidelines for lifting operations.</i>)		N/A	
111	Is there a competent crane operator onboard? (<i>Refer to IMCA M 187 – Guidelines for lifting operations.</i>)		N/A	
Manning				
112	Does the person in command hold an appropriate certificate of competency? (<i>e.g. certificate issued by the flag or coastal state, a certificate as a yachtmaster offshore (motor) or a boatman's licence for the appropriate area.</i>)	No	The skipper has 15 years seagoing experience on this type of vessel	
113	Is there a second person onboard deemed experienced by the person in command?	Yes	Deck hand who has been serving onboard 3 years	
114	Is there a person onboard familiar with the operation and maintenance of the main propulsion machinery?	Yes	The skipper is familiar with operation and maintenance of propulsion machinery	
115	Is there at least one person onboard who holds an appropriate certificate for the operation of the radio station?	N/A	N/A	
116	Is there at least one person onboard who holds an approved medical first aid certificate?	Yes	The skipper has a Seafish first aid certificate obtained in 2003	
117	Has the person in command attended an approved stability course for workboats or is he/she able to satisfy the flag/coastal state, or other independent body, that he/she has adequate knowledge?	Yes	Skipper has a Seafish stability awareness certificate obtained 2007	
118	Has the person in command and any member of the crew who is liable to use the radar undertaken appropriate training in its use?	No	The skipper has not done any training course in radar use, however he has many years experience in using the equipment	

Ref. No	Question	Yes/No	Comments	Recommendation
119	Are the crew members able to satisfactorily demonstrate operation of life saving appliances and fire-fighting equipment?	Yes		
Reporting				
120	Are accidents and incidents investigated and reported in accordance with relevant flag state and/or coastal state requirements?	No	The skipper stated that no accidents have occurred in the time that he has had vessel.	
121	Have there been any accidents or incidents on the vessel in the last 12 months?	No		
122	If there have been any accidents or incidents, are reports available?	No		
Clean seas				
123	What arrangements are in place to prevent the discharge of sewage in prohibited areas?		N/A	
124	How are prohibited areas for sewage discharge identified?		N/A	
125	What arrangements are in place for the retention of garbage onboard?		Heavy duty plastic bags in use and kept until in port for correct disposal	
126	What arrangements are in place for the handling of oily wastes?		Oily rags, filters etc placed in separate bags. No oil changes done at sea	
127	What arrangements are in place for the prevention of discharge of oil/oil-contaminated water overboard?		No bilges pumped whilst at sea	
Life saving appliances				
128	Is there a liferaft/s onboard sufficient for the proposed maximum POB?	Yes	8 persons	
129	If no liferaft is fitted, what means are there in place to abandon the vessel at sea if required to do so?			
130	Does the liferaft have a current certificate of examination?	Yes		
131	When is/are the liferaft(s) next due for examination?		Expiry 05- 2011	
132	Does/do the liferaft(s) have a hydrostatic release with a valid certificate of examination?	Yes	Expiry 08-2012	

Ref. No	Question	Yes/No	Comments	Recommendation
133	Are there sufficient lifebuoys for the type of operation and vessel? <i>(Refer to Appendix 1 for guidance.)</i>	Yes	2 x life buoys, however the life buoy on the port side had no port or name painted on it.	Life buoy to get port, name and registration painted on it
134	Are there sufficient lifebuoys with light for the type of operation and vessel? <i>(Refer to Appendix 1 for guidance.)</i>	Yes		
135	Do the lifebuoys have buoyant heaving lines? <i>(Refer to Appendix 1 for guidance.)</i>	Yes		
136	Is there a lifejacket for every person carried on the vessel?	Yes	There are 10 x life jackets onboard that is for all persons + 2 spare type : Mullion mariner 275 inflatable 8 of the jackets where due annual service 13-07-10 The other 2 due annual service 12-04-11	The skipper put the 8 life jackets up to be serviced immediately after the inspection of vessel
137	Are there parachute flares onboard the vessel? <i>(Refer to Appendix 1 for guidance.)</i>	Yes	5 x parachute flares type : Pains Wessex expiry 01-2011	
138	Are there red hand flares onboard the vessel? <i>(Refer to Appendix 1 for guidance.)</i>	Yes	7 x hand flares type: Pains Wessex expiry : 07-2012	
139	Are there at least two buoyant or hand held smoke signals? <i>(Refer to Appendix 1 for guidance.)</i>	Yes	2 x tins of orange smoke type : Pains Wessex	
140	Is there a thermal protective aid for every person carried on the vessel?	Yes		
141	Are there effective means to recover a person from the water?		2 x boat hooks and a pilot ladder	

Ref. No	Question	Yes/No	Comments	Recommendation
142	Are life-saving signal tables available?	Yes	Solas 2	
143	Is there a means of sounding a general alarm in the event of an emergency?		N/A	
144	Does the general alarm operate satisfactorily?		N/A	
145	Is there a training manual for use of life saving appliances (LSA)?	Yes		
146	Are there instructions for onboard maintenance of the LSA?	Yes		
147	Is a record of emergency drills maintained?	No	If skipper wishes to do so then these can be recorded in a note book	
148	Is there an up to-date onshore emergency response plan/manual?		N/A	
Mooring				
149	Are there adequate mooring points on the workboat?	Yes		
150	Is there a sufficient number of mooring lines in good condition?	Yes	Sighted and found to be in good condition	
Towing				
151	Is there a suitable towage point on the workboat, allowing it be towed in the event of engine failure?	Yes		
152	Are there suitable towing lines?	Yes		
Boat hooks				
153	Is there at least one boat hook available for recovering lines or to assist in rescuing personnel who fall overboard?	Yes	2 x boat hooks	

Ref. No	Question	Yes/No	Comments	Recommendation
Sea anchor				
154	Is a suitable sea anchor available?	Yes	1 x sea anchor onboard	
155	If no, is one required for the size of vessel for the proposed area of operation?			

Lifesaving Appliances

Area of operation <i>m = nautical miles from shore</i>	Category 6 <3m	Category 4/5 <20m daylight & favourable weather	Category 3 <20m	Category 2 >20m & <60m	Category 1 >60m & <150m	Category 0 >150m
Lifebuoys	2	<16 POB 2 OR ≥16 POB 4	<16 POB 2 OR ≥16 POB 4	<16 POB 2 OR ≥16 POB 4	<16 POB 2 OR ≥16 POB 4	<16 POB 2 OR ≥16 POB 4
Lifebuoy light based on above POB	1	1 OR 2	1 OR 2	1 OR 2	1 OR 2	1 OR 2
Buoyant lifebuoy line based on above POB	1	1 OR 2	1 OR 2	1 OR 2	1 OR 2	1 OR 2
Parachute flares	2	2	4	4	6	12
Red hand flares	2	2	2	6	6	6
Smoke signals	2 buoyant OR hand held	2 buoyant OR hand held	2 buoyant OR hand held	2 buoyant OR hand held	2 buoyant	2 buoyant
Thermal protective aid or immersion suit	POB 100%	POB 100%	POB 100%	POB 100%	POB 100%	POB 100%
406MHz EPIRB	None	None	None	None	1	1
SART	None	None	None	None	1	1
General alarm	None	None	None	Required	Required	Required

Power Driven Vessels – Lights, Shapes & Sound Appliances

Length of vessel overall	When underway	When at anchor ¹	When not under command ²	When aground ³	Sound appliances
less than 7m	All round white + sidelights ^{4,5}	Required ^{6,7}	Not required	Not required	Means to make an efficient sound signal required
7m – less than 12m	All round white + sidelights ⁴ OR Masthead (range of visibility two miles) + sidelights ⁴ + stern light OR (if lights have to be offset from centreline) combined lantern sidelights plus EITHER all round white OR masthead and sternlight	Required ⁷	Not required	Not required	Means to make an efficient sound signal required.
12m – less than 20m	Masthead (range of visibility three miles) + sidelights + stern light	Required ⁷	Required ^{7,8}	Required ^{7,8}	Whistle and bell required
20m – 24m	Masthead (range of visibility five miles) + sidelights + stern light	Required	Required	Required	Whistle and bell required

¹ By night, all round white light where best seen; by day one black ball (0.6metres in diameter) in the fore part.

² By night, two all round red lights in a vertical line two metres apart and the lowest not less than four metres above the hull; by day two black balls (0.6 metres in diameter) in a vertical line, 1.5 metres apart.

³ By night two all round red lights in a vertical line two metres apart plus anchor light; by day three black balls (0.6 metres diameter) in a vertical line, 1.5 metres apart.

⁴ Range of sidelight is one mile.

⁵ Vessels not exceeding seven knots maximum speed should show sidelights if practicable.

⁶ Anchor light is required only when anchored in or near a narrow channel, fairway or anchorage or where other vessels normally navigate.

⁷ Size of the daytime shapes and distances apart may be reduced commensurate with size of vessel.

⁸ The distances for the lights may be reduced to one metre apart and three metres above the hull.

Notes

Sidelights, sternlight and all round lights have range of two miles unless indicated otherwise.

Range of all round white or anchor or not under control (NUC) lights is two miles in all cases.

All lights (and whistles and bells when they are required to be carried) must be type approved for the size of the vessel on which they are fitted.

Minimum and Recommended Radio Equipment

Area of operation	Category 6	Category 3, 4 & 5	Category 2	Category 1	Category 0
VHF fixed radio installation	Recommended	1	1	1	1
Portable VHF ¹	1	1	1	1	1
MF SSB radio installation with DSC	None	None	Recommended	1	1
Inmarsat Ship Earth Station (or an MF/HF transceiver with DSC)	None	None	None	Recommended	Recommended
NAVTEX receiver	None	Recommended	Recommended	1	1

¹ It is recommended that, where practicable, vessels carrying more than one liferaft carry one portable VHF per raft.