<table>
<thead>
<tr>
<th>Name of Vessel</th>
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<table>
<thead>
<tr>
<th>Official Number</th>
<th>Class</th>
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<tbody>
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<table>
<thead>
<tr>
<th>Date Completed</th>
<th>Location</th>
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<tbody>
<tr>
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<table>
<thead>
<tr>
<th>Vessel Built in Compliance with SOLAS:</th>
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<tbody>
<tr>
<td>60  74  74/78  N/A</td>
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<table>
<thead>
<tr>
<th>Inspection Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>❑ Drydock Inspection</td>
</tr>
<tr>
<td>❑ Underwater Survey in Lieu of Drydock (UWILD)</td>
</tr>
<tr>
<td>❑ Internal Structural Examination (ISE)</td>
</tr>
<tr>
<td>❑ Cargo Tank Internal Examination (CTIE)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Inspectors</th>
</tr>
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<tbody>
<tr>
<td>1. _______________</td>
</tr>
<tr>
<td>2. _______________</td>
</tr>
<tr>
<td>3. _______________</td>
</tr>
<tr>
<td>4. _______________</td>
</tr>
</tbody>
</table>
### Total Time Spent Per Activity:

#### Regular Personnel (Active Duty)

<table>
<thead>
<tr>
<th>ACTIVITY TYPE</th>
<th>ACTIVITY</th>
<th>TRAINING</th>
<th>(PERS) MI</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL ADMIN HOURS</th>
<th>TOTAL TRAVEL HOURS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</table>

#### Reserve Personnel

<table>
<thead>
<tr>
<th>ACTIVITY TYPE</th>
<th>ACTIVITY</th>
<th>TRAINING</th>
<th>(PERS) MI</th>
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<tbody>
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<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL ADMIN HOURS</th>
<th>TOTAL TRAVEL HOURS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Auxiliary Resources

<table>
<thead>
<tr>
<th>TOTAL BOAT HOURS</th>
<th>TOTAL AIRCRAFT HOURS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Conversions:

#### Distance and Energy

- **Kilowatts (kW)**: X 1.341 = Horsepower (hp)
- **Feet (ft)**: X 3.281 = Meters (m)
- **Long Ton (LT)**: X .98421 = Metric Ton (t)

#### Liquid *(NOTE: Values are approximate.)*

<table>
<thead>
<tr>
<th>Liquid</th>
<th>bbl/LT</th>
<th>m³/t</th>
<th>bbl/m³</th>
<th>bbl/t</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freshwater</td>
<td>6.40</td>
<td>1.00</td>
<td>6.29</td>
<td>6.29</td>
</tr>
<tr>
<td>Saltwater</td>
<td>6.24</td>
<td>.975</td>
<td>6.13</td>
<td>5.98</td>
</tr>
<tr>
<td>Heavy Oil</td>
<td>6.77</td>
<td>1.06</td>
<td>6.66</td>
<td>7.06</td>
</tr>
<tr>
<td>DFM</td>
<td>6.60</td>
<td>1.19</td>
<td>7.48</td>
<td>8.91</td>
</tr>
<tr>
<td>Lube Oil</td>
<td>7.66</td>
<td>1.20</td>
<td>7.54</td>
<td>9.05</td>
</tr>
</tbody>
</table>

#### Weight

- 1 Long Ton = 2240 lbs
- 1 Metric Ton = 2204 lbs
- 1 Short Ton = 2000 lbs
- 1 Cubic Foot = 7.48 gal
- 1 Barrel (oil) = 5.61 ft = 42 gal = 6.29 m³
- 1 psi = .06895 Bar = 2.3106 ft of water

#### Temperature: Fahrenheit = Celsius (*°F = 9/5 °C + 32 and °C = 5/9 (*°F − 32)*)

<table>
<thead>
<tr>
<th>°F</th>
<th>°C</th>
<th>°F</th>
<th>°C</th>
<th>°F</th>
<th>°C</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>-17.8</td>
<td>80</td>
<td>26.7</td>
<td>200</td>
<td>93.3</td>
</tr>
<tr>
<td>32</td>
<td>0</td>
<td>90</td>
<td>32.2</td>
<td>250</td>
<td>121.1</td>
</tr>
<tr>
<td>40</td>
<td>4.4</td>
<td>100</td>
<td>37.8</td>
<td>300</td>
<td>148.9</td>
</tr>
<tr>
<td>50</td>
<td>10.0</td>
<td>110</td>
<td>43.3</td>
<td>400</td>
<td>204.4</td>
</tr>
<tr>
<td>60</td>
<td>15.6</td>
<td>120</td>
<td>48.9</td>
<td>500</td>
<td>260</td>
</tr>
<tr>
<td>70</td>
<td>21.1</td>
<td>150</td>
<td>65.6</td>
<td>1000</td>
<td>537.8</td>
</tr>
</tbody>
</table>

#### Pressure: Bars = Pounds per square inch

| 1 Bar | 14.5 psi | 5 Bars | 72.5 psi | 9 Bars | 130.5 psi |
| 2 bars| 29.0 psi | 6 Bars | 87.0 psi | 10 Bars| 145.0 psi |
| 3 Bars| 43.5 psi | 7 Bars | 101.5 psi|
| 4 Bars| 58.0 psi | 8 Bars | 116.0 psi |
Use of Drydock Inspection Book:

This inspection book is intended to be used as a job aid by Coast Guard marine inspectors during drydock inspections, underwater surveys in lieu of drydock inspections, internal structural examinations, and cargo tank internal examinations of U.S.-flagged vessels. The lists contained within this book are not intended to limit the inspection. Each marine inspector should determine the depth of inspection necessary. A checked box should be a running record of what has been inspected. It does not imply that the entire system has been inspected or that all or any items are in full compliance. This job aid does not constitute part of the official inspection record.

This document does not establish or change Federal laws or regulations. References given are only general guides. Refer to IMO publications, CFRs, NVICs, or any locally produced cite guides for specific regulatory references. Not all items in this book are applicable to all vessels.

NOTE: Guidance on how to conduct drydock inspections, internal structural examinations, and cargo tank internal examinations of U.S.-flagged vessels can be found in the Marine Safety Manual (MSM) Volume II, Chapter B3: Hull Examinations. Guidance on underwater surveys in lieu of drydock inspections can be found in NVIC 1-89. All MSM cites listed refer to MSM Volume II unless otherwise indicated.

Pre-inspection Items:
- Review MSIS records.
  - MIPIP
  - MICOI

Post-inspection Items:
- Complete MSIS entries.
  - MIAR
  - MSDS
  - MIDR
  - VFLD
  - VFEI
- Initiate Report of Violation (ROV) if necessary.
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### Deficiency MSIS Code Req’t. Issued/ Date Completed

---

### IMO Applicability Dates:

<table>
<thead>
<tr>
<th>Reference</th>
<th>Date</th>
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<tbody>
<tr>
<td>SOLAS 1960</td>
<td>26 MAY 65</td>
</tr>
<tr>
<td>SOLAS 1974</td>
<td>25 MAY 80</td>
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<tr>
<td>1978 Protocol to SOLAS 1974</td>
<td>01 MAY 81</td>
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<tr>
<td>1981 Amendments (II-1 &amp; II-2)</td>
<td>01 SEP 84</td>
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<tr>
<td>1983 Amendments (III)</td>
<td>01 JUL 86</td>
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**Various additional amendments to SOLAS**

<table>
<thead>
<tr>
<th>Reference</th>
<th>Date</th>
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<tbody>
<tr>
<td>MARPOL 73/78 Annex I</td>
<td>02 OCT 83</td>
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<tr>
<td>MARPOL 73/78 Annex II</td>
<td>06 APR 87</td>
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<tr>
<td>MARPOL 73/78 Annex III</td>
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<td>MARPOL 73/78 Annex V</td>
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**IBC Code**

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**BCH Code**

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**COLREGS 1972**

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**Various additional amendments to COLREGS**

<table>
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**Load Line 1966**

<table>
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<th>Reference</th>
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<tr>
<td>21 JUL 68</td>
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**STCW 1978**

<table>
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<tr>
<th>Reference</th>
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<table>
<thead>
<tr>
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<th>Date</th>
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<tbody>
<tr>
<td>1991 Amendments</td>
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<td>1994 Amendments</td>
<td>01 JAN 96</td>
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<td>1995 Amendments</td>
<td>01 FEB 97</td>
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### MSIS Codes for Deficiencies:

<table>
<thead>
<tr>
<th>Deficiency</th>
<th>MSIS Code</th>
<th>Requirement</th>
<th>Date Completed</th>
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<tbody>
<tr>
<td>Ballast</td>
<td>BS</td>
<td>I/C Engine</td>
<td></td>
</tr>
<tr>
<td>Bilge</td>
<td>BI</td>
<td>Lifesaving</td>
<td></td>
</tr>
<tr>
<td>Boiler, Aux.</td>
<td>BA</td>
<td>Miscellaneous</td>
<td></td>
</tr>
<tr>
<td>Boiler, Main</td>
<td>BM</td>
<td>Navigation</td>
<td></td>
</tr>
<tr>
<td>Cargo</td>
<td>CS</td>
<td>Propulsion</td>
<td></td>
</tr>
<tr>
<td>Deck Machinery</td>
<td>DM</td>
<td>Steering</td>
<td></td>
</tr>
<tr>
<td>Doc., Lics., Prmts.</td>
<td>DL</td>
<td>Hull</td>
<td></td>
</tr>
<tr>
<td>Dry Cargo</td>
<td>DC</td>
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<tr>
<td>Electrical</td>
<td>ES</td>
<td></td>
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<td>Firefighting</td>
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<td>Fuel</td>
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<td>General Safety</td>
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</tr>
<tr>
<td>Hull</td>
<td>HU</td>
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<td></td>
</tr>
</tbody>
</table>

Deficiencies identified should be listed with MSIS codes. At completion of inspection/examination, any outstanding deficiencies shall be entered in MIDR or PSDR as appropriate. All deficiencies found (outstanding and completed) shall be entered in the Deficiency Summary. Worklist items, which serve only as memory joggers to complete inspection/examination (e.g., test emergency fire pump), should not be coded as deficiencies.
### Involved Parties & General Information:

- **Vessel’s Representatives**
  - Name
  - Phone Numbers

- **Owner**—Listed on DOC (if applicable), or COFR
  - Name
  - No Change

- **Operator**
  - Name
  - No Change

### Deficiency Summary Worksheet:

<table>
<thead>
<tr>
<th>Name of Vessel</th>
<th>VIN</th>
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<tbody>
<tr>
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</table>

<table>
<thead>
<tr>
<th>Deficiency</th>
<th>MSIS Code</th>
<th>Req’t. Issued/ Date Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>
Recommended U.S. Vessel Deficiency Procedures:

<table>
<thead>
<tr>
<th>Step</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Identify deficiency.</td>
</tr>
<tr>
<td>2</td>
<td>Inform vessel representative.</td>
</tr>
<tr>
<td>3</td>
<td>Record on the Deficiency Summary Worksheet (next page).</td>
</tr>
<tr>
<td>4</td>
<td>If deficiency is corrected prior to end of inspection, go to Step 7.</td>
</tr>
<tr>
<td>5</td>
<td>If deficiency is unable to be corrected prior to end of inspection, issue CG-835 in accordance with table below.</td>
</tr>
<tr>
<td></td>
<td><strong>IF deficiency:</strong></td>
</tr>
<tr>
<td></td>
<td>Does NOT immediately impact crew/passenger safety, hull seaworthiness, or the environment, e.g.,</td>
</tr>
<tr>
<td></td>
<td>• Underwater survey video not immediately available</td>
</tr>
<tr>
<td></td>
<td>Allows vessel operations to be MODIFIED to meet less stringent requirements, e.g.,</td>
</tr>
<tr>
<td></td>
<td>• Deteriorated PV valves</td>
</tr>
<tr>
<td></td>
<td>DOES immediately impact crew/passenger safety, hull seaworthiness, or the environment, and cannot be modified to meet less stringent requirements, e.g.,</td>
</tr>
<tr>
<td></td>
<td>• Structural defect or damage</td>
</tr>
<tr>
<td>6</td>
<td>Enter CG-835 data in MIDR.</td>
</tr>
<tr>
<td>7</td>
<td>Enter deficiency data in MSDS.</td>
</tr>
<tr>
<td>8</td>
<td>Initiate a Report of Violation (ROV) if necessary.</td>
</tr>
</tbody>
</table>

Vessel Information:

<table>
<thead>
<tr>
<th>Last Drydocking Date</th>
<th>Next Drydocking Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Last Class Survey</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

Outstanding conditions of class or nonconformities

Vessel Description:

- Container Vessel
- Vehicle Carrier
- Bulk Carrier
- Oil Tanker
- Chemical Tanker
- Passenger Vessel
- Research Vessel
- School Ship
- Other

Certificates and Documents:

- Marine Chemist Certificate
  - Marine Chemist No. ______________________
  - Certificate No. ______________________
  - Date issued ______________________

- Gauging Report
  - Date issued ______________________

ABS Steel Rules 1/3

Notes:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
Section 2: Drydock Inspection Items

External Structural Integrity:

NOTE: Request records of Outstanding Conditions of Class. (Form or format may vary depending on classification society.) Conditions of Class may identify structural defects, wastage, etc.

☐ Vessel plans available  
46 CFR 31.10-22  
46 CFR 71.50-5  
46 CFR 91.40-5

☐ External structural members  
46 CFR 71.50-3  
46 CFR 91.40-3  
NVIC 7-68

- Plating
- Planking
- Caulking
- Reinforcing straps
- Stem
- Sternpost
- Bilge keels
- Keel
- Welds
- Pitting
- Signs of electrolysis

Overall Steel Wastage:

| Poor | Good |

Areas of particular interest: __________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
Section 4: Appendices

Vessel Layout:

- Double hull / bottom / sides
- Ballast tanks
- Chemical tank type: I II III
- Deck tanks
- Deckhouse location
- Deck cranes
- External/internal framing
- Layout of pumps – type
- Tank material construction
- Cargoes carried

- Hull and/or structural members gauged for material thickness (check appropriate choice)
  - Yes (attach gauging report)
  - Transverse belt of deck plating
    - Transverse belt of bottom and sideshell
    - Wind-and-water strakes
    - Keel plates
    - Bulkhead plating and stiffeners
    - Suspect areas
    - Other
  - No
- Vessel carefully examined for fractures and previous fracture repairs
- Vessel structurally reinforced in accordance with approved plans
- Fastenings
  - Rivets
  - Welding
  - Nails, screws, bolts

Internal Structural Examination:

- Internal structural members
  - Bulkheads
  - Decks
  - Tank tops
  - Longitudinals
  - Floors
  - Frames
  - Intercostals
  - Stiffeners
  - Beams
  - Connections
  - Signs of electrolysis

Notes:____________________________________________________
Vessel carefully examined for fractures and previous fracture repairs

Fastenings
- Rivets
- Welding
- Nails, screws, bolts

Cargo holds entered

Integral fuel oil tank internal examination
- Fuel tanks entered

Overall Condition of Coatings:

<table>
<thead>
<tr>
<th>Poor</th>
<th>Good</th>
</tr>
</thead>
</table>

Special Criteria for Passenger Vessels:

NOTE: Passenger vessels may request drydock extensions up to 30 months in some cases, which will require an underwater examination of the hull. Guidance for this process is found in MSM Ch. B3.A.4.d.

WARNING: ALL passengers must be removed from vessel prior to removal of sea valves.

- Hull Maintenance and Condition Assessment Program
  - Preventative maintenance plan
  - Annual hull condition assessment

- Site selection
  - Sufficient water depth
  - Underwater hazards
  - "Clear box"

- Preliminary examination
  - Third party
  - Divers

- Underwater hull exam
  - Third party supervised
  - Ultrasonic gaugings

Notes:____________________________________________________
- Additional personnel to assist
- Duration of underwater survey
- Plans or drawings
  - Shell openings
  - Docking plugs
  - Bilge keels
  - Welded seams and butts
  - Appendages
  - Anodes
  - Rudder
  - Propeller
  - Reference points
  - Watertight and oiltight bulkheads
- On-site survey
- Preparatory meeting
- Diving personnel/equipment
  - NDT qualifications
  - Repair qualifications
  - Video / audio equipment
  - Coast Guard and OSHA safety regulations
- Hull preparation
  - Cleaning method
  - Hull openings permanently marked

- Ballast tanks entered

- Overall Condition of Coatings:
  - Poor
  - Good
  - N/A

- Forward peak
- Aft peak
- Reduced scantlings

**Cargo Tank Internal Examination:**
- Internal structural members
  - Bulksheads
  - Decks
  - Tank tops
  - Longitudinals
  - Floors
  - Frames
  - Intercostals
  - Stiffeners
  - Beams
  - Connections

- Vessel carefully examined for fractures and previous fracture repairs

Notes: __________________________________________________________

Notes: __________________________________________________________
Fastenings
- Rivets
- Welding
- Nails, screws, bolts

Cargo tank internal examination
- Cargo tanks entered

Overall Condition of Coatings:

<table>
<thead>
<tr>
<th>Poor</th>
<th>Good</th>
</tr>
</thead>
</table>

Watertight Integrity:

NOTE: Guidance on watertight and weathertight inspections can be found in MSM Volume II, Chapter B1.E.5

- Cargo hatches
  - Dogs or other securing appliances
  - Covers
  - Gaskets
  - Coamings

- Airports below weatherdecks
  - Dogs or other securing appliances
  - Rims or seats
  - Glass
  - Dead covers
  - Hinges and lugs

Underwater Survey Program:

- Date of Pre-Survey Drydocking
- Vessel over 15 years old
- Hull marking system used
  - Weld bead grid
  - Contrasting color coating
  - Movable grid with acoustic "pinger"
  - Other

- Reference video available

Review of Application for Underwater Survey:

- Submitted 90 days before survey date
- Identify diving contractor
  - Number of divers
  - Type of diving equipment
  - NDT and repair capabilities
- Copy of diving operations manual
- Means of waterborne diver support
- Means of taking rudder bearing clearances
- Sea chest blanks
- Letter from master/chief engineer/person-in-charge

Notes:___________________________________________________________________________
___________________________________________________________________________
___________________________________________________________________________
___________________________________________________________________________
___________________________________________________________________________
___________________________________________________________________________
 establecido donde sea necesario
- Abierto para examen
- Cuerpo
- Guías
- Hilo
- Asiento
- Estribos
- Discos
- Tapones
- Tornillos de sujeción
- Cierre probado (local y/o remoto)

### Balsa inyección válvulas
- Operación no-retorno
- Operado
- Inspeccionado

### Juntas expansivas no metálicas
- Año instalado
  (10 años máximo)
- Examen externo
- Examen interno
- Nueva junta expansiva no metálica instalada

### Equipamento de tierra:

#### Equipamento de tierra: apropiado
- Cabos de anclaje arreglados
- Sí
- No
- Cuchillas de cadenas y clavos
- Anclajes
- Tapones de hawse:
- Túneles de cadena y tapones
- Túneles de cadena
- Tapones de cables correctamente marcados

### Notas:
46 CFR 42.09-25
46 CFR 56.50-95
46 CFR 56.35-10
46 CFR 61.15-12
46 CFR 32.15-15
46 CFR 77.07
46 CFR 96.07-5

### Notas:
MSM Ch. B3.B.6.c
Rudders, Propellers, and Tailshafts:

- **Rudder(s)**
  - Number of rudders
  - Pintles
  - Gudgeons
  - Skeg
  - Stock
  - Intermediate stock
  - Steadimenter bearings
  - Carrier
  - Rudder trunk
  - Plating
  - Fastenings
  - Palm and palm bolts
  - Fairwater
  - Bushings
  - Air or hydrostatic test
  - Rudder bearing clearances

- **Propeller(s)**
  - Locknuts
  - Cap
  - Rope guard
  - Propeller fitted to shaft

<table>
<thead>
<tr>
<th>Date Drawn</th>
<th>Number of Blades</th>
<th>Material</th>
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</table>

**Notes:**

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Tailshaft(s)

- Stern tube and gland
- Key and keyway
- Retaining rings
- Shaft sleeve or liner
- Struts and strut bearings
- Tapered shaft
- Flanged shaft
- Evaluation of oil reservoir for oil lubricated bearings
- Bushing and gearing clearances within manufacturer’s limits

<table>
<thead>
<tr>
<th>Date Drawn</th>
<th>Size</th>
<th>Type of Stern Tube Bushings or Bearings</th>
<th>Weardown</th>
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**Notes:**

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Bow thruster

**Stern thruster**

Valves and Through-Hull Fittings:

*NOTE: Guidance on valves and through-hull fittings can be found in MSM Volume II, Chapter B3.F.*

- Sea chests, spool pieces, through-hull fittings
  - Strainers removed
  - Welds
  - Baffles
  - Strainer fastenings
  - Fastenings
  - Branch connections

**Notes:**

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