



**FOREIGN PASSENGER VESSEL
Job Aid**

Name of Vessel		Flag <input type="checkbox"/> No Change	
IMO Number		Case Number	
Date Completed	Priority	Points	
Location			
Vessel Built in Compliance with SOLAS: 60 74 74/78 NA			
Port State Control Officer & Examiners			
1. _____	5. _____		
2. _____	6. _____		
3. _____	7. _____		
4. _____	8. _____		

Job Aid FPVE
Rev. Aug 2016

Use of Foreign Passenger Vessel Job Aid:

This examination book is intended to be used as a job aid by Coast Guard senior marine inspectors/port state control officers during boardings of foreign-flagged passenger vessels constructed after 25 May 80 (i.e., vessels regulated under SOLAS 74 and SOLAS 74/78). Vessels constructed prior to this date and regulated under SOLAS 48 or SOLAS 60 should be examined using the CG-840 CV1 examination book. Each book contains an extensive list of possible examination items. It is not, however, the Coast Guard's intention to "inspect" all items listed. As a port state responsibility, senior marine inspectors/port state control officers must verify that the vessels and their crews are in substantial compliance with international conventions and applicable US laws. The depth and scope of the examination must be determined by the senior marine inspectors/port state control officers based on their observations.

This document does not establish or change Federal laws or regulations. References given are only general guides. Refer to IMO publications, CFR's, the Port State Control Job Aid, Foreign Passenger Vessel Training Aid, NVIC's, and any locally produced cite guides for specific regulatory references.

NOTE: Guidance on how to examine foreign passenger vessels can be found in MSM Volume II, Chapter D.7: Procedures Applicable to Foreign Passenger Vessels.

Guide to Examinations:

Pre-inspection Items

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

Post-inspection Items

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

Conversions:

Distance and Energy				
Kilowatts (kW)	X	1.341	=	Horsepower (hp)
Feet (ft)	X	3.281	=	Meters (m)
Long Ton (LT)	X	.98421	=	Metric Ton (t)
Liquid (NOTE: Values are approximate.)				
Liquid	bbL/LT	m ³ /t	bbL/m ³	bbL/t
Freshwater	6.40	1.00	6.29	6.29
Saltwater	6.24	.975	6.13	5.98
Heavy Oil	6.77	1.06	6.66	7.06
DFM	6.60	1.19	7.48	8.91
Lube Oil	7.66	1.20	7.54	9.05
Weight				
1 Long Ton	=	2240 lbs	1 Metric Ton	= 2204 lbs
1 Short Ton	=	2000 lbs	1 Cubic Foot	= 7.48 gal
1 Barrel (oil)	=	5.61 ft = 42 gal = 6.29 m ³	1 psi	= .06895 Bar = 2.3106 ft of water
Temperature: Fahrenheit = Celsius (°F = 9/5 °C + 32 and °C = 5/9 (°F – 32))				
0	=	-17.8	80	= 26.7
32	=	0	90	= 32.2
40	=	4.4	100	= 37.8
50	=	10.0	110	= 43.3
60	=	15.6	120	= 48.9
70	=	21.1	150	= 65.6
200	=	93.3	300	= 148.9
250	=	121.1	400	= 204.4
300	=	148.9	500	= 260
400	=	204.4	1000	= 537.8
Pressure: Bars = Pounds per square inch				
1 Bar	=	14.5 psi	5 Bars	= 72.5 psi
2 bars	=	29.0 psi	6 Bars	= 87.0 psi
3 Bars	=	43.5 psi	7 Bars	= 101.5 psi
4 Bars	=	58.0 psi	8 Bars	= 116.0 psi
5 Bars	=	72.5 psi	9 Bars	= 130.5 psi
6 Bars	=	87.0 psi	10 Bars	= 145.0 psi

Notes: _____

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Section 1: Administrative Items

IMO Applicability Dates:

Reference	Dates
1974 SOLAS (2014 Consolidated)	
Chapter (I)	All Ships
Chapter (II-1)	01 JAN 2009
Chapter (II-2)	01 JUL 2002
Chapter (III)	01 JUL 1998
Chapters (IV-XII)	All Ships
1974 SOLAS (2009 Consolidated)	
Chapter (II-1)	01 JAN 2009
Chapter (II-2)	01 JUL 2002
Chapter (III)	01 JUL 1998
1974 SOLAS (2004 Consolidated)	
Chapter (II-1)	01 JUL 1986
Chapter (II-2)	01 JUL 2002
Chapter (III)	01 JUL 1998
1974 SOLAS (2001 Consolidated)	
Chapter (II-1)	01 JUL 1986
Chapter (II-2, III)	01 JUL 1998
1974 SOLAS (1997 Consolidated)	
Chapters (II-1, II-2 Part A,C,D, III)	01 JUL 1986
Chapter (II-2 Part B)	01 OCT 1994
1974 SOLAS (1981 Amendments)	
Chapters (II-1, II-2, III)	01 SEP 1984
1974 SOLAS (Unamended)	25 MAY 1980
1960 SOLAS	Prior to 25 MAY 80

Notes: _____

Notes: _____

<p>74 SOLAS 2014 Consolidated contains all amendments entered into force up-to 01 Jul 14. The following Amendments (resolutions) have entered into force since it was published. www.imo.org</p>	
MSC 350(92)	01 JAN 2016
MSC 365(93)	01 JAN 2016
MSC 366(93)	01 JAN 2016
MSC 380(94)	01 JUL 2016
FSS Code (2015 edition)	
<p>LSA Code (2010 edition) The following Amendments (resolutions) have entered into force since it was published. www.imo.org</p>	
MSC 293(87)	01 JAN 2012
MSC 320(89)	01 JAN 2013
MSC 368(93)	01 JAN 2016
ITC 1969	18 JUL 1982
Load Line 1966	21 JUL 1968
Load Line 88 Protocol	03 FEB 2000
<p>Load Line (2005 edition) contains all amendments entered into force up-to 2003 Amendments. The following Amendments (resolutions) have entered into force since it was published. www.imo.org</p>	
MSC 172(79)	01 JUL 2006
MSC 223(82)	01 JUL 2008
MSC 270(85)	01 JUL 2010
MSC 329(90)	01 JAN 2014
MSC 356(92)	01 JAN 2015
MSC 375(93)	01 JAN 2016

<p>MARPOL 2011 Consolidated contains all amendments entered into force up-to 2011 Amendments. The following Amendments (resolutions) have entered into force since it was published. www.imo.org</p> <p>MEPC 190(60) MEPC 193(61) MEPC 194(61) MEPC 200(62) MEPC 201(62) MEPC 202(62) MEPC 203(62) MEPC 216(63) MEPC 217(63) MEPC 235(65) MEPC 246(66) MEPC 247(66) MEPC 248(66) MEPC 251(66) MEPC 256(67) MEPC 257(67) MEPC 258(67)</p>	<p>01 AUG 2011 01 JAN 2014 01 FEB 2012 01 JAN 2013 01 JAN 2013 01 JAN 2013 01 JAN 2013 01 AUG 2013 01 AUG 2013 01 OCT 2014 01 JUL 2015 01 JUL 2015 01 JUL 2015 01 SEP 2015 01 MAR 2016 01MAR2016 01MAR2016</p>
<p>STCW (2011 edition) contains all amendments entered into force up-to 2011 Amendments. The following Amendments (resolutions) have entered into force since it was published. www.imo.org</p> <p>MSC 373(93) MSC 374(93)</p>	<p>28 APR 1984 01 JAN 2016 01 JAN 2016</p>

IMMEDIATELY LEAVE ANY CONFINED SPACE IF:

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

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

Steps to Take After Entry for All Confined Spaces

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

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

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

Involved Parties & General Information:

Owner's Agent
Individual
Phone Number

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

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

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

Vessel Information:

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

Vessel Description:

- Passenger Vessel Ferry
 Ro-ro Passenger Vessel Other

Examples (not limited to) of confined spaces on vessels:

Confined Spaces	Hazard ²⁾
VOIDS/COFFERDAMS ¹⁾	P- O; S- F,T
SEALED COMPARTMENTS ¹⁾	P- O; S- F,T
DOUBLE BOTTOMS/SIDES/DUCT KEELS ¹⁾	P- O; S- F,T
SPACES COATED WITH A PRESERVATIVE ¹⁾	P- O; S- F,T
ENGINE CRANKCASES/SCAVENGING SPACES ¹⁾	P- O; S- F,T
LARGE HEAT EXCHANGERS ¹⁾	P- O; S- F,T
FUEL/LUBE OIL/SLUDGE TANKS ¹⁾	P- F,T; S- O
WATER TANKS ¹⁾	P- O; S- F,T
CARGO/SLOP TANKS ¹⁾	P- O; S- F,T
PUMP ROOMS (if provided) ³⁾	P- O; S- F,T

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

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

3) Follow steps on page 26 for entry into pump rooms

Confined Space Entry Checklist

Sources for Policy

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

A Confined Space for the purpose of this checklist is:

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

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

Hazards associated with confined space entry

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

USCG Confined Space Entry Requirement

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

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

Section 2: Certificates and Documents

Name of Certificate	Issuing Agency	ID #	Port Issued/ Country	Issue Date	Exp. Date	Endors. Date
Certificate of Registry <input type="checkbox"/> No Change						
Classification Document <input type="checkbox"/> No Change						
Certificate of Financial Responsibility (COFR) <input type="checkbox"/> No Change	USCG					
Passenger Ship Safety (PSSC) <input type="checkbox"/> No Change						
International Load Line (ILLC) <input type="checkbox"/> No Change						
International Tonnage (ITC) <input type="checkbox"/> No Change						

Name of Certificate	Issuing Agency	ID #	Port Issued/ Country	Issue Date	Exp. Date	Endors. Date
ISM Document of Compliance (DOC) <input type="checkbox"/> No Change						
ISM Safety Management (SMC) <input type="checkbox"/> No Change						
International Ship Security (ISSC) <input type="checkbox"/> No Change						
Continuous Synopsis Record (CSR) <input type="checkbox"/> No Change						
Minimum Safe Manning (MSM) <input type="checkbox"/> No Change						
International Oil Pollution Prevention (IOPP) <input type="checkbox"/> No Change						

7

Detention Information:

NOTE: Complete prior to recommendation.

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

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

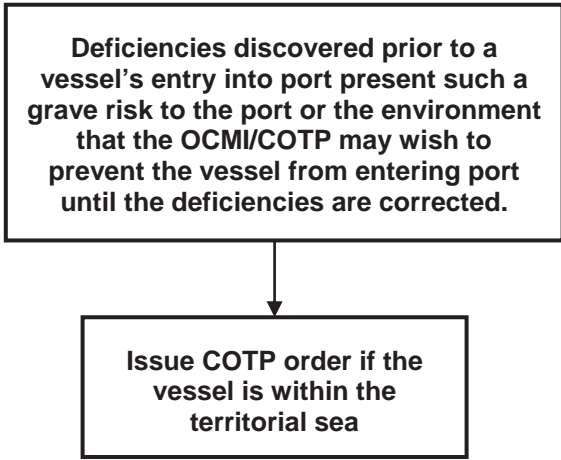
- What are the vessel's plans to deal with the problems?

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

- Does the detention involve an ISM major nonconformity? If so, include ISM certification information in the Detention Report to CG-CVC-2.

Notes: _____

Requiring Corrective Measures Prior to Entry



Examples include the following:

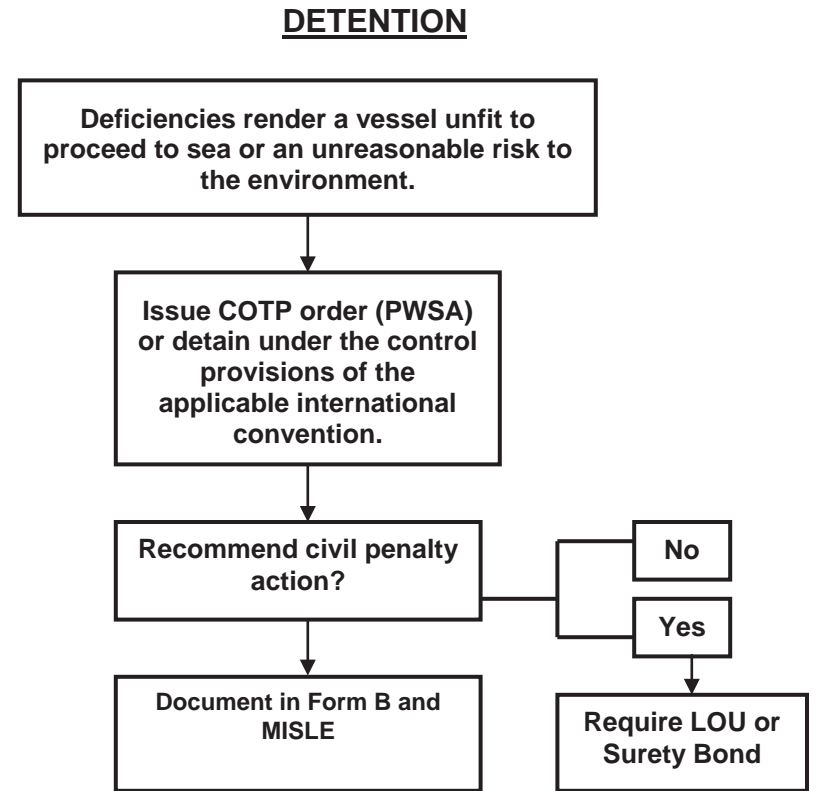
- Leaking tanks
- Carrying dangerous cargoes with expired documents
- Carrying incompatible cargoes
- Invalid ISM certificates

Name of Certificate	Issuing Agency	ID #	Port Issued/ Country	Issue Date	Exp. Date	Endors. Date
International Sewage Pollution Prevention (ISPP) <input type="checkbox"/> No Change						
International Air Pollution Prevention (IAPP) <input type="checkbox"/> No Change						

Section 3: Inspection Items

- | | | |
|--------------------------|---|---|
| <input type="checkbox"/> | 1. Schedule examination in Maritime Information for Safety and Law Enforcement (MISLE) | 33 CFR 2
33 CFR 6
MSM I/12.G.5 |
| <input type="checkbox"/> | 2. Coordinate examination with vessel's representative | MPS-PR-SEC-02
MSM II/D.5.C.2 |
| <input type="checkbox"/> | 3. Mitigate potential hazards encountered during an exam | NFPA 306 |
| <input type="checkbox"/> | 4. Examine anchor(s) and chain | MSM II/E.2.6.b
ILO-147 p48/3(g) |
| <input type="checkbox"/> | 5. Examine hull for required markings | ICLL 5-9
SOLAS 14 II-1/18.2 |
| <input type="checkbox"/> | 6. Examine material condition of hull | 33 USC 1321
MARPOL I/15 |
| <input type="checkbox"/> | 7. Examine access ladders and sideshell openings | 29 CFR 1915.74(a)
SOLAS 14 II-1/3-9 |
| <input type="checkbox"/> | 8. Examine hull, anchors and anchor chain for compliance with the Non-Indigenous Aquatic Nuisance Species Act | 33 CFR 151.2050(e)(f)
MSM II/D.1.G.1.t |
| <input type="checkbox"/> | 9. Examine mooring system/equipment | MSM II/E.2.6.b |
| <input type="checkbox"/> | 10. Examine security procedures at vessel access point(s) | 33 CFR 104.265(a)
ISPS A/7.2.2 |
| <input type="checkbox"/> | 11. Verify security training & records | 33 CFR 104.215 & 104.220
SOLAS 14 XI-2/4.2 |
| <input type="checkbox"/> | 12. Determine applicability and training requirements for the Cruise Vessel Security and Safety Act of 2010 (CVSSA) | 46 USC 3507(a)
CG-543 Policy Ltr 11-09 |
| <input type="checkbox"/> | 13. Examine Certificate of Registry | 46 USC 3303
SOLAS 14 I/13 |
| <input type="checkbox"/> | 14. Examine Classification Society Certificate | SOLAS 14 I/6(a) |
| <input type="checkbox"/> | 15. Examine International Tonnage Certificate (ITC) | ICTM 69 Article 7 |
| <input type="checkbox"/> | 16. Examine International Load Line Certificate (ILLC) | ICLL Article 16 |
| <input type="checkbox"/> | 17. Examine Cargo Ship Safety Construction Certificate (CSSCC) | SOLAS 14 I/12(a)(ii)
SOLAS 14 I/16 |
| <input type="checkbox"/> | 18. Examine Cargo Ship Safety Equipment Certificate (CSSEC) and Record of Equipment (Form-E) | SOLAS 14 I/12(a)(iii)
SOLAS 14 I/16 |
| <input type="checkbox"/> | 19. Examine Cargo Ship Safety Radio Certificate (CSSRC) and Record of Equipment (Form-R) | SOLAS 14 I/12(a)(iv)
SOLAS 14 I/16 |
| <input type="checkbox"/> | 20. Examine Cargo Ship Safety Certificate (CSSC) and Record of Equipment (Form-C) | SOLAS 14 I/12(a)(v)
SOLAS 14 I/16 |

Requiring Corrective Measures Prior to Departure

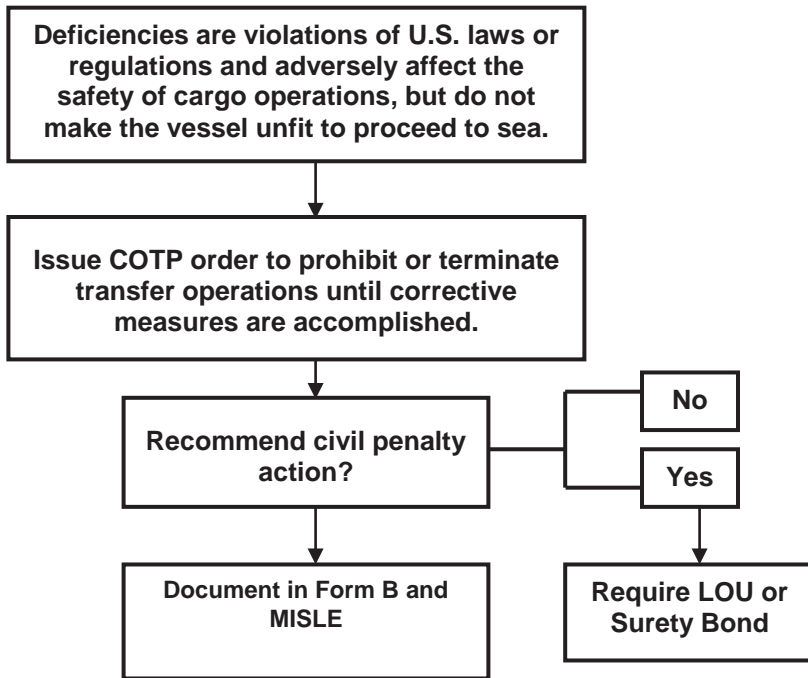


Examples include the following:

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

Requiring Corrective Measures Prior to Cargo, Bunkering or Lightering Operations

NO DETENTION



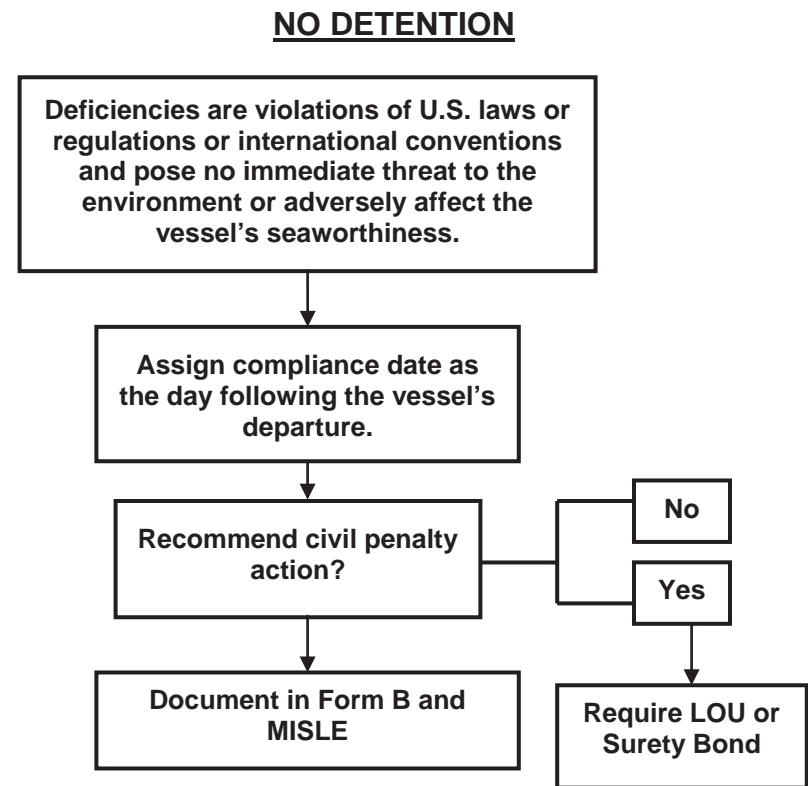
Examples include the following:

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

- | | | |
|--------------------------|---|---|
| <input type="checkbox"/> | 21. Examine copy of Document of Compliance (ISM-DOC) | 33 CFR 96.330
SOLAS 14 IX/4.2 |
| <input type="checkbox"/> | 22. Examine Safety Management Certificate (ISM-SMC) | SOLAS 14 IX/4.3
ISM Code 13.7 |
| <input type="checkbox"/> | 23. Examine Minimum Safe Manning Document | SOLAS 14 V/14.1 |
| <input type="checkbox"/> | 24. Examine Crew Certificates of Competency and Proficiency IAW Safe Manning Document | STCW I/2.11 |
| <input type="checkbox"/> | 25. Examine Medical Certificates | STCW I/9.3
COMDTINST 16711.12A |
| <input type="checkbox"/> | 26. Examine Continuous Synopsis Record (CSR) | SOLAS 14 XI-1/5.1
SOLAS 14 XI-1/5.10 |
| <input type="checkbox"/> | 27. Examine International Ship Security Certificate (ISSC) | SOLAS 14 XI-2/4.2
ISPS Code A/19.2.1 |
| <input type="checkbox"/> | 28. Examine International Oil Pollution Prevention Certificate (IOPP) and Record of Construction and Equipment (Form-A) | 33 CFR 151.19
MARPOL I/7 & 8 |
| <input type="checkbox"/> | 29. Examine International Sewage Pollution Prevention Certificate (ISPP) | MARPOL IV/5
NVIC 01-09 Encl. 3 |
| <input type="checkbox"/> | 30. Examine International Air Pollution Prevention Certificate (IAPP) | MARPOL VI/6
CG-543 Policy Ltr 09-01 |
| <input type="checkbox"/> | 31. Examine the Engine International Air Pollution Prevention (EIAPP) Certificate(s) | MARPOL VI/13.8
NOx Code 2.1.1 |
| <input type="checkbox"/> | 32. Verify compliance with the Vessel General Permit (VGP) | VGP 1.5.1.1 & 10
VGP Table 1 |
| <input type="checkbox"/> | 33. Examine muster lists and emergency instructions | SOLAS 14 III/8.2 |
| <input type="checkbox"/> | 34. Examine ballast water management documents | 33 CFR 151.2025(a)(1) |
| <input type="checkbox"/> | 35. Examine Long-Range Identification & Tracking (LRIT) conformance test report | IMO MSC.1/Circ. 1307 |
| <input type="checkbox"/> | 36. Review Certificate of Compliance (COC) | 46 CFR Part 2.01-6(a)(1)
Certificate of Compliance |
| <input type="checkbox"/> | 37. Review Passenger Ship Safety Certificate (PSSC) | SOLAS 14 I/14 |
| <input type="checkbox"/> | 38. Verify crew training documentation | STCW A-V/2.1 |
| <input type="checkbox"/> | 39. Examine Ship Energy Efficiency Management Plan (SEEMP) | MARPOL VI/22 |
| <input type="checkbox"/> | 40. Examine International Energy Efficiency Certificate (IEEC) | MARPOL VI/6
CG-CVC Policy Ltr 13-02 |
| <input type="checkbox"/> | 41. Examine Energy Efficiency Design Index (EEDI) | MARPOL VI/20 |
| <input type="checkbox"/> | 42. Examine International Anti-fouling System Certificate (IAFS) | AFS 2
MSM II/D.1.G.t |
| <input type="checkbox"/> | 43. Examine Cargo Securing Manual | SOLAS 14 VI/5.6 |

- | | | |
|--------------------------|--|--|
| <input type="checkbox"/> | 44. Examine Oil Record Book Part I (ORB) | 33 CFR 151.25
MARPOL I/17.1 |
| <input type="checkbox"/> | 45. Examine Shipboard Oil Pollution Emergency Plan (SOPEP) | MARPOL I/37.1 |
| <input type="checkbox"/> | 46. Examine Non-Tank Vessel Response Plan (NTVRP) | 33 USC 1321(a)(26)
33 USC 1321(j)(5)(A)(ii) |
| <input type="checkbox"/> | 47. Verify transfer personnel, procedures, equipment and records | 33 CFR 155.700
33 CFR 155.710(e)(4) |
| <input type="checkbox"/> | 48. Examine Garbage Management Plan | 33 CFR 151.57
MARPOL V/9.2 |
| <input type="checkbox"/> | 49. Examine Garbage Record Book | 33 CFR 151.55
MARPOL V/9.3 |
| <input type="checkbox"/> | 50. Examine training manuals | SOLAS 14 II-2/15.2.3.1 |
| <input type="checkbox"/> | 51. Examine liferaft maintenance records and service logs/reports | SOLAS 14 III/36.7
SOLAS 14 III/20.6 |
| <input type="checkbox"/> | 52. Examine fire detection system maintenance and service logs/reports | SOLAS 14 II-2/14.2.2.1
IMO MSC.1/Circ. 1432 |
| <input type="checkbox"/> | 53. Examine Logbook entries | 33 CFR 164.25
SOLAS 14 V/26 |
| <input type="checkbox"/> | 54. Examine fire fighting equipment maintenance and service logs/reports | SOLAS 14 II-2/14.2.2.1
IMO MSC.1/Circ. 1432 |
| <input type="checkbox"/> | 55. Examine lifeboat maintenance records and service logs/reports | SOLAS 14 III/36.7 |
| <input type="checkbox"/> | 56. Examine charts and publications (when applicable) | 33 CFR 164.33
SOLAS 14 V/19.2.1.4 |
| <input type="checkbox"/> | 57. Examine echo-sounding device | 33 CFR 164.35(h)
SOLAS 14 V/19.2.3.1 |
| <input type="checkbox"/> | 58. Examine electronic position fixing device | 33 CFR 164.41
SOLAS 14 V/19.2.1.6 |
| <input type="checkbox"/> | 59. Examine bridge navigation/propulsion indicators | 33 CFR 164.35(f)
SOLAS 14 V/19.2.5.4 |
| <input type="checkbox"/> | 60. Examine records of emergency training and drills | SOLAS 14 III/19.3.2
SOLAS 14 III/19.5 |
| <input type="checkbox"/> | 61. Examine radar(s) and Automatic Radar Plotting Aid (ARPA) | 33 CFR 164.35(a) & 37
SOLAS 14 V/19.2.3.2 |
| <input type="checkbox"/> | 62. Examine compasses | 33 CFR 164.35(b)
SOLAS 14 V/19.2.1.1 |
| <input type="checkbox"/> | 63. Witness operational test of steering gear | SOLAS 14 II-1/29.7
SOLAS 14 II-1/29.8 |
| <input type="checkbox"/> | 64. Examine Voyage Data Recorder (VDR) | SOLAS 14 V/20
IMO Res A.861(20) |
| <input type="checkbox"/> | 65. Examine Automatic Identification System (AIS) | 33 CFR 164.46
SOLAS 14 V/19.2.4 |
| <input type="checkbox"/> | 66. Examine radiotelephone (VHF) | 33 CFR 26.03
SOLAS 14 IV/7.1 |
| <input type="checkbox"/> | 67. Examine Global Maritime Distress and Safety System (GMDSS) equipment | SOLAS 14 IV/8-11
IMO Res A.694(17) |

Requiring Corrective Measures Prior to Return to U.S.



Examples include the following:

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

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

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

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

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

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

<input type="checkbox"/>	68. Examine Long-Range Identification & Tracking (LRIT) equipment	SOLAS 14 V/19-1 .4.1 CG-543 Guidance
<input type="checkbox"/>	69. Examine daylight signaling lamp	SOLAS 14 V/19.2.2.2
<input type="checkbox"/>	70. Examine internal means of communication	SOLAS 14 II-1/37
<input type="checkbox"/>	71. Examine distress alert panel	SOLAS 14 IV/6.4
<input type="checkbox"/>	72. Evaluate Decision Support System (DSS)	SOLAS 14 III/29.1 SOLAS 14 III/29.2
<input type="checkbox"/>	73. Examine accommodations	ILO-147 p33/1-3 & 13 ILO-147 p34/12
<input type="checkbox"/>	74. Examine hospital space	ILO-147 p38/27 COMDTINST 16711.12A 7(1)(e)
<input type="checkbox"/>	75. Examine galley	ILO-147 p31/1(b) COMDTINST 16711.12A 7(1)(f)
<input type="checkbox"/>	76. Examine galley range exhaust ducts	SOLAS 14 II-2/9.7.5.1.1
<input type="checkbox"/>	77. Examine refrigerator and dry food stores	ILO-147 p30/2 COMDTINST 16711.12A 7(1)(f)
<input type="checkbox"/>	78. Examine sanitation areas	ILO-147 p36/18-20 COMDTINST 16711.12A 7(1)(d)
<input type="checkbox"/>	79. Examine vessel for general safety items	ILO-147 p45/3(b) COMDTINST 16711.12A 7(1)©
<input type="checkbox"/>	80. Verify CVSSA requirements	46 USC 3507(a)(1)(A) CG-543 Policy Ltr 11-09
<input type="checkbox"/>	81. Examine garbage management	SOLAS 14 II-2/10.6.1.1 FSS Code, Ch 5
<input type="checkbox"/>	82. Examine laundry exhaust ventilation system	IMO Res MSC.365(96) II- 2/9.7.7 SOLAS 14 II-2/14.2.2.3.5
<input type="checkbox"/>	83. Examine sauna space	SOLAS 14 II-2/9.2.2.3.4.5
<input type="checkbox"/>	84. Examine balconies	SOLAS 14 II-2/5.3.4
<input type="checkbox"/>	85. Examine means of escape	SOLAS 14 II-2/13.1 SOLAS 14 II-2/13.3.3
<input type="checkbox"/>	86. Avoid inadvertent entry into a confined space	29 CFR 1915, Part B MSM I/10
<input type="checkbox"/>	87. Examine lifejackets	SOLAS 14 III/7.2.1.1 SOLAS 14 III/7.2.1.2 SOLAS 14 III/7.2.1.1-5 SOLAS 14 III/26.5
<input type="checkbox"/>	88. Examine immersion suits and stowage (when applicable)	SOLAS 14 III/7.3 SOLAS 14 III/32.2 & .3
<input type="checkbox"/>	89. Examine line throwing appliance	SOLAS 14 III/18 LSA Code 7.1.1.2
<input type="checkbox"/>	90. Examine pyrotechnics	SOLAS 14 III/6.3

- 91. Examine quick-release life buoys SOLAS 14 III/7.1.3
- 92. Examine life buoys SOLAS 14 III/4
LSA Code 2.1.1
- 93. Examine lifeboat SOLAS 14 III/31.1
SOLAS 14 III/31.2
- 94. Examine muster and embarkation stations SOLAS 14 III/11.2 & .3
SOLAS 14 III/11.6
- 95. Examine inflatable liferafts and installations SOLAS 14 III/4
SOLAS 14 III/21.1
- 96. Examine embarkation ladder or alternative devices (descent unit) SOLAS 14 III/20.7.2
- 97. Examine rescue boat SOLAS 14 III/31.2
LSA Code 5.1.1.1
- 98. Examine boat davits (rescue & lifeboat) SOLAS 14 III/20.2 & .4
LSA Code Chapter 8
- 99. Evaluate Marine Evacuation System (MES) SOLAS 14 III/9 & 20 & 34
LSA Code VI/6.2.4.2.1-8
- 100. Examine general emergency systems SOLAS 14 III/6.4.2
LSA Code 7.2.1.1
- 101. Examine fire hose stations SOLAS 14 II-2/10.2.3.1.1
SOLAS 14 II-2/10.3.1.2
- 102. Examine international shore connection SOLAS 14 II-2/15.2.4.1
- 103. Examine fire-fighter's outfits SOLAS 14 II-2/15.2.4.1
SOLAS 14 II-2/10.10.2.2.1
FSS Code 3.2.1.1
- 104. Examine portable fire extinguishers SOLAS 14 II-2/15.2.4.1
MSM II/D.1.G.1.o(6)(a)
- 105. Examine Fire Control Plan SOLAS 14 II-2/15.2.4.1
- 106. Examine areas for compliance with Structural Fire Protection (SFP) requirements SOLAS 14 II-2/9.2.3
SOLAS 14 II-2/15.2.4.1
- 107. Examine closing appliances (fire dampers) SOLAS 14 II-2/5.2.1.1
- 108. Examine fixed fire detection and alarm systems SOLAS 14 II-2/7.4 & .5
SOLAS 14 II-2/14.2.1.1.2
SOLAS 14 II-2/7.9
FSS Code 9.2.5
- 109. Examine fire main system(s) SOLAS 14 II-2/10.2.2.2
SOLAS 14 II-2/10.2.1.2.1
- 110. Examine the fixed pressure water-spraying and water mist fire extinguishing systems SOLAS 14 II-2/10.4.1.1.3
SOLAS 14 II-2/10.4.4
SOLAS 14 II-2/10.6.1.1
FSS Code 8.2.5.1.2
- 111. Examine fixed high pressure CO2 system SOLAS 14 II-2/10.4.1.1.1
MSM II/D.1.G.1.o(6)(a)
- 112. Examine low pressure CO2 fixed fire fighting system SOLAS 14 II-2/10.4.1.1.1
MSM II/D.1.G.1.o(6)(a)
- 113. Examine fixed high-expansion foam fire extinguishing system SOLAS 14 II-2/10.4.1.1.2
MSM II/D.1.G.1.o(6)(a)

Section 5: Appendices

Recommended Port State Control Procedures:

The following flowcharts contain information gleaned from the Marine Safety Manual Volume II, Chapter 24. The senior marine inspector/port state control officer should be familiar with this chapter as well as the information pertaining to Port State Control examinations contained in MSM Volume II, Chapters 19—Foreign Vessel Exams (General), 20—Foreign Vessel Exams (Passenger), and 23—Targeting of Foreign Vessel Boardings.

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

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

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

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

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

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

