



REPUBLIC OF THE MARSHALL ISLANDS

MARITIME ADMINISTRATOR

CRITICAL ITEMS CHECKLIST

For all merchant vessels – the below Checklist is to be completed, signed and submitted to the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) prior to arrival at a United States (US) port. Failure to follow these requirements could lead to a possible detention by the Administrator or PSC authorities.

VESSEL NAME:

OFFICIAL NO.:

REQUIREMENTS FOR ALL VESSELS

<input type="checkbox"/>	All ships equipped with MEPC.107(49) Oil Content Meters (OCM) must ensure that the Engineering Department staff can retrieve the “historical data” upon request by PSC authorities. All engine room alarm history, Oil Record Book (ORB) entries, OCM history and tank soundings must match with respect to dates and tank levels. Any deviation must be investigated, corrected, and if necessary reported to flag. The use of “white out” is not permitted in ORBs. All OCM seals must be intact and not tampered. All ships must demonstrate that the Oily Water Separator (OWS), OCM, if equipped, and 3-way valve are fully operational and crew able to test in accordance with written test procedures.
<input type="checkbox"/>	Ensure OWS piping systems are in accordance with ship’s approved drawings.
<input type="checkbox"/>	No fuel oil, lube oil or hydraulic leaks on operating machinery and no oil soaked lagging.
<input type="checkbox"/>	No soft patches on piping systems. If found, contact the Maritime Administrator immediately.
<input type="checkbox"/>	No excessive bilge water in the engine room (or any other fire hazards in all machinery spaces).
<input type="checkbox"/>	Bilge high level alarm system demonstrated fully operational.
<input type="checkbox"/>	Smoke detector alarm system demonstrated fully operational. Vessel must have onboard a means to test the smoke detection and fire detection system which is approved by the manufacturer. Cigarettes/cigarette lighters are not permitted for testing these systems.
<input type="checkbox"/>	All quick closing fuel valves are working properly without binding. No temporary blocks to force valves in the open position. All pneumatic lines connected.
<input type="checkbox"/>	Steering gear tested in all modes including local and emergency without binding or uncontrolled hydraulic oil leaks. All steering alarms are fully operational.
<input type="checkbox"/>	Main fire pumps – US Coast Guard (USCG) PSC will likely require one (1) fire hose rigged forward and one (1) from the bridge wing - and demonstrate two (2) straight steady streams of water with adequate pressure at the local gauge. Consideration must be given for extremely cold weather during the winter months.
<input type="checkbox"/>	Emergency fire pump must be fully operational under any ballast or loaded condition and provide two (2) straight steady streams of water as described above.
<input type="checkbox"/>	No leaks or temporary patches in the fire line or significant uncontrolled leaks in the packing glands or mechanical seals when fire pumps are energized.
<input type="checkbox"/>	Emergency generator is tested in all starting modes and can accept the electrical load. Starting batteries fully charged and in good condition.
<input type="checkbox"/>	Machinery space ventilation dampers tested to ensure that they close tightly and there is no mechanical binding.
<input type="checkbox"/>	Stack dampers tested to ensure that they close tightly and there is no mechanical binding or light leakage observed from inside the stack space.

<input type="checkbox"/>	No cement boxes unless the vessel's Classification Society (Class) has fully documented it.
<input type="checkbox"/>	No overdue Conditions of Class.
<input type="checkbox"/>	All lifeboat and rescue boat engines must start immediately and the rudders have good freedom of movement and no binding. Consideration must be given for extremely cold weather during the winter months.
<input type="checkbox"/>	All lifeboat windows must have good visibility and not partially obscured, hazed or opaque. No cracks or fractures.
<input type="checkbox"/>	No cracks or fractures in the lifeboat hulls or temporary repairs of any kind.
<input type="checkbox"/>	All lifeboat food rations are in 100% airtight packing and not expired.
<input type="checkbox"/>	All life raft painters must be secured properly to ensure "free floating" capability. This must be checked even after servicing.
<input type="checkbox"/>	Life rafts and critical firefighting equipment being serviced in port or at anchor must have temporary equipment placed onboard by the service provider while the equipment is being sent ashore.
<input type="checkbox"/>	All firefighting suits must be in satisfactory condition, with the face mask in good order. No dry rotted rubber mask straps. Jackets, pants and gloves must not have any holes or rips in the material. Aluminized coating intact and in good condition.
<input type="checkbox"/>	All fire screen doors must immediately slam fully shut when closed with no hold backs keeping doors in the open position.
<input type="checkbox"/>	No missing, paint covered, or plugged fixed CO ₂ / water mist system nozzles.
<input type="checkbox"/>	Boats must be able to be launched and retrieved.
<input type="checkbox"/>	Charts, publications and voyage plan are prepared in good manner and up to date.
<input type="checkbox"/>	Vessels equipped with water mist systems should verify that all valves are in the correct alignment (OPEN) and to ensure that the system is FULLY operational. Also the system must be in "AUTOMATIC MODE" and not "MANUAL MODE" and system is "on."
<input type="checkbox"/>	Master, officers and crew ready for fire, abandon ship and confined space rescue drills as directed by USCG PSC officers.
<input type="checkbox"/>	All officers and ratings required by the vessel's Minimum Safe Manning Certificate have the appropriate and unexpired national and flag State documents for their capacities.

ADDITIONAL REQUIREMENTS (for tankers only)	
<input type="checkbox"/>	The Inert Gas Generator system is fully operational.
<input type="checkbox"/>	Overboard Discharge Monitoring Equipment (ODME) is fully operational.
<input type="checkbox"/>	The high alarm (95%) and high-high alarm (98%) to be operating with audio-visual alarms as required.
List of any non-operational equipment:	

FAILURE TO FOLLOW THIS CHECKLIST COULD LEAD TO THE VESSEL BEING DETAINED BY THE ADMINISTRATOR AND/OR PSC AUTHORITIES

By signing below, I certify that I have reviewed and verified each item found on the Critical Items Checklist. I also certify that if there is a problem with any item on the Checklist, I will notify the Administrator immediately and a TEC-02 form (if applicable) will be submitted. I understand that adverse actions can be taken against my Officer's license by the Administrator for failure to report a problem where required.

<i>Master Signature / RMI Certificate No.</i>	<i>Print Name</i>	<i>Date</i>
<i>Chief Engineer Signature / RMI Certificate No.</i>	<i>Print Name</i>	<i>Date</i>

COMPLETED FORM IS TO BE EMAILED TO inspections@register-iri.com