



TANGGAPAN NG KOMANDANTE
(OFFICE OF THE COMMANDANT)
PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
(Headquarters Philippine Coast Guard)
139 25th Street, Port Area
Manila

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MEMORANDUM CIRCULAR)

NUMBER 03-2006)

INSPECTION GUIDELINES FOR DOMESTIC TANKERS

I. AUTHORITY:

- A. Presidential Decree No. 600
- B. Presidential Decree No. 979
- C. International Convention of 1973 for the Prevention of Pollution from Ships, as modified by the Protocol of 1978 (MARPOL 73/78)
- D. SOLAS 74/78
- E. ISM Code
- F. Civil Liability Convention, 1992

II. REFERENCES:

- A. MARPOL 73/78
- B. SOLAS 74/78
- C. Oil Companies in the Philippines Vessel Inspection Guidelines
- D. International Safety Guide for Oil Tankers and Terminals (3rd Ed.)
- E. ISM Code
- F. CLC '92

III. SCOPE:

This Memorandum Circular shall apply to all Philippine registered oil tankers engaged in domestic trade.

IV. PURPOSE:

To prescribe the policies, procedures, and common vessel inspection guidelines implementing the provisions of the (MARPOL 73/78), Accepted Industry Guidelines, CLC 92, SOLAS 74/78, MARPOL 73/78, ISM Code and PCG rules and regulations.

V. DEFINITION OF TERMS:

- A. Marine Pollution – the discharge of any form of substance whether liquid, gaseous or solid that may render such waters detrimental or may affect public health, marine life, sea birds or the safety and welfare of domestic, commercial, industrial, agricultural, recreational establishments/institutions.

B. Inspection Apprehension Report – a written document issued by an Inspection and Apprehension Officer of the Philippine Coast Guard to any person who is apprised of a *prima facie* finding by the former of the latter's violation of laws, rules and regulations on marine pollution.

C. Vessel Inspection Guidelines – a set of checklist to be adopted by authorized inspectors of domestic tankers to implement minimum standards for domestic tankers for safety and pollution prevention.

D. Authorized Inspectors – are trained and qualified individual as published by PCG in consultation with the Industry.

E. Industry – means Oil Industry / Company.

VI. PROCEDURE:

A. Inspection:

1. Joint inspection by PCG inspectors and Industry inspectors may be conducted on local tankers whenever either both parties agreed to conduct such inspection to ascertain suitability of tankers.

2. PCG inspector may inspect tankers for purposes of performing its mandated functions under relevant laws and regulations.

3. Inspection of tanker may be limited within a period of six (6) months unless otherwise there is reasonable ground to believe that said tanker is substandard or in cases of accident, marine protest, pollution and other violations of maritime laws.

4. Oil Industry may inspect the tankers at any time for purposes of ship vetting. The inspection may be conducted jointly with authorized PCG inspectors. In cases where there are no available PCG Inspector, the Industry inspector may conduct such inspection provided that PCG will be properly informed and result of such inspection furnished to Coast Guard District and MEPCOM.

5. All authorized inspectors shall utilize the Vessel Inspection Guidelines listed as ANNEX to this Circular as a common checklist for minimum standards for tankers.

6. PCG and the Industry shall publish in appropriate order all authorized inspectors for tankers.

B. Notification and Rectification of Deficiency:

After the conduct of inspection of tankers, the inspectors shall duly notify the master of the tanker and its ship-owner, character or company managing the tanker. The concerned master, owner, or ship management company must rectify deficiencies noted within fifteen (15) days and request for re-inspection.

No vessel shall engage in trade unless major deficiencies are rectified and considered suitable by authorized inspector.

VII. EFFECTS OF THE ISSUANCE OF AN IAR:

The issuance of an IAR is a mode of initiating administrative proceedings against violators of MARPOL 73/78 and PCG rules and regulations on marine environmental protection, It shall constitute sufficient notice of an administrative case against the person(s) to whom it is issued. For this purpose, a respondent is required to submit evidence for and in his behalf before the Investigation and Adjudication Officer having jurisdiction over the case within ten (10) days from receipt thereof. The issuance of IAR is governed by PCG-MC 02-2006.

VIII. RESPONSIBILITY:

A. Commanders, Marine Environmental Protection Command and Coast Guard District/Station:

1. In charge of the inspection and apprehension of persons and entities causing marine pollution.
2. Train and designate Inspectors who shall conduct an inspection in accordance with the vessel inspection guidelines for tankers.
3. Coordinate with NOCOP on matters requiring technical assistance.

B. Commander, National Operation Center for Oil Pollution:

1. Conduct inspection, surveillance and apprehension of persons and entities causing marine pollution.
2. Coordinate with other agencies on matters requiring technical assistance such as laboratory experimentation for investigations, research and prosecution of marine pollution cases.

C. Coast Guard Training and Education Command

1. Conduct Tanker Inspector's Training in coordination with MEPCOM and the Industry.
2. Conduct qualification exam for PCG Inspectors.

D. Assistant Chief of Staff for Marine Environmental Protection, CG-9:

1. Monitor the implementation of this Circular.
2. Monitor and record all reported marine pollution violations from Coast Guard units.

IX. REPEALING CLAUSE:

Memorandum Circular No. 07-2003 dated 25 August 2003 is hereby repealed.

ANNEX

VESSEL INSPECTION GUIDELINES For TANKERS	Port of Inspection: _____ Date: _____ Last Inspection Date: _____
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Name (Former names): _____	Manager/Operating Co. _____
LOA: _____ m	Year built/converted _____
Max. Draft _____ m	Date last refit _____
DWT _____ MT	GRT _____
Capacity Barrels, cubes, KL. _____	Ship Type _____
Class Society _____	Ship Status _____

A. MEETING WITH THE MASTER

A.1 DOCUMENTS-STATUTORY CERTIFICATES

YES NO

Are the following documents valid and in force?

Code	Checklist	Yes	No	Remarks
MR	*1. Certificates of Inspection Expiry date _____			
MR	*2. Coastwise license Expiry date _____			
NTC	*3. Radio License/Certificate Expiry date _____			
MR	*4. Certificate of Public Convenience Date issued _____			
MR	*5. Coastwise Load line Certificate Date issued _____			
CL	*6. P and I Certificate Date issued _____			
OI	*7. Hydro test certificate; Pipeline Hydro tester _____			
OI	*8. Cargo Hose test certificate Hydro tester _____			
MR	*9. Class Society Certificate (for 500 gross registered tons above) Class society _____			
DQ	*10. De-ratting exemption certificate Expiry Date _____			
MR	*11. Certificate of Philippine Registry Date issued _____			
MI	*12. OPPC Certificate Expiry Date _____			

A.2 SHIP'S OFFICE

Following publications are on board

CODE		YES	NO	REMARKS
SM	1. Ship's operating manual (English or Filipino)			
SM	2. Company Safety Regulations			
IG 5.3 5.5 13.1	3. Emergency procedure Guide for: Spillage Pipe Fracture/Hose Bursting Tank Overflow Collision Grounding			
OI	4. International Guide for Oil Tankers & Terminals (Latest Edition)			
MI/SO1 1/2	5. The following Contingencies aboard -Shipboard oil spill contingency plan _Garbage management plan Ship security plan			

A.3 MANNING LEVELS

STCW 1.

OFFICER'S RANK	MASTER	C/O	C/E	2/E
Certificate held				
ROC				
Nav. CG Course				
Engine CG Course				
Years on board tankers				

CODE		YES	NO
SW 11/6	2. Do officers have valid PRC licenses?		
SW/MR	3. Do officers/crew possess appropriate MARINA endorsement		
SW	4. Do officers/crew possess valid SCBD?		
SW	5. Have officers/crew undergone GTS Course?		
OI	6. Are they knowledgeable of safety practices? (ISGOTT, SOLAS etc)		
OI	7. Do crew appear free from liquor/drug influence?		

B. PHYSICAL INSPECTION
B.1 GENERAL

		YES	NO	REMARKS
OI	*1. Is good housekeeping being maintained?			
IG	*2. Are intrinsically safe portable torches being used?			
OI	*3. Do crewmembers have complete PPE (+ 1 spare)?			
SO	4. Are intrinsically safe/sealed type electrical fittings (switches, Sockets, plugs, junction boxes etc)			
SO 11 2/4	*5. Are there five hydrants and fire hoses (with multi Purpose nozzles)?			
OI	6. Do fire extinguishers show regular monthly maintenance and had been inspected by a fire engineer company?			
SO	7. Do Life jackets have complete accessories?			
IG 4.7	8. Are safety posters displayed?			
SO	9. Can watertight integrity of spaces be achieved?			
SO	10. Is there at least one suitable portable fire extinguisher for every deck level and space?			

B.1.1 LIFE jacket and related accessories: (IMO/SOLAS)

- A. If capable of being worn inside out, it should be fitted with retro-reflective tapes on both sides
- B. Must be oil proof and fire resistant and be made of sturdy material
- C. Must be equipped with self-igniting light, whistle: and the name of vessel clearly marked. (Self-igniting lights are not required on lifejackets in bunkering barges)

These requirements shall be complied with IMMEDIATELY.

B.2 BRIDGE/RADIO EQUIPMENT & PROCEDURES

B.2.2 BRIDGE EQUIPMENT

The Radar and echo sounder are indispensable items for all Tankers
The echo sounder is an indispensable item in all Coastal vessels except barges

- SO 1. Indicate whether equipment is on board and operational

Equipment	N/A	Fitted		Operational	
		YES	NO	YES	NO
RADAR*					
MARINE VHF Radio					
Echo Sounder**					
RDF** (or equivalent)					
Rudder Indicator*					
General Alarm					
Weather Barometer*					
Clinometer*					

At least 2 Binoculars					
Ship's / horn Whistle*					
EPIRB*					

**not required on tanker barge

CODE		YES	NO	REMARKS
SOV/20	2. Are the following publications onboard? *Large & small scale charts on trading route (properly stored) Latest edition of Tide Tables Light list Basic vessel particulars Notice to Mariners Cargo Hazard sheets			
SWR1.10	3. Is compass correction table posted? (Deviation not more than 10 degrees earlier than the last dry-dock			
SO V/12B II	4. Is Emergency steering procedure posted?			
SW II/1.2	5. Are standing orders Issued by the Master?			
IG 13.3	*6. Are regular and actual training drills done at least once a month and indicated in the ship's Log book?			
	Date Fire Fighting _____ Abandon ship _____ Steering casualty _____ Cargo Spills _____ Survival at Sea _____ Boat Handling _____ Asphyxiation of flammable atmosphere in the E/R and P/R			
SO V/20	7. Is a chart correction system employed?			
	8. Are plotting aids available?			
SO	9. Are the following present: *At least one lifebuoy with self-igniting light, assembled and ready for use. Operational remote gauges of M/E. *At least one suitable fire extinguisher *At least one unexpired smoke signal: date _____ *Dangerous cargo light (Blinking red 2 blinks/sec) Safety type permanently closed window glass approved type portable torches			
SO	10. Are batteries of EPIRB (If fitted) in date?			
SO IV/4	11. Does the vessel have the			

B.6 GALLEY/MESSROOM

OI	*1. Are hotplates used for cooking? (No LPG tank onboard)			
IG 2.3	2. Are galley extractor filters clean and grease-free?			
OI	3. Are safety matches being used? No LPG lighters onboard			
SO	4. Is there a two garbage disposal system?			
SO	5. Is there at least one suitable portable fire extinguisher?			
SO	6. Is there a fridge lock out alarm for vessels with fixed refrigerated storage? NA			

MARPOL GUIDELINES RELATED TO B.6 – GALLEY/MESSROOM

IT IS PROHIBITED TO THROW ANYTHING OVERBOARD WITHIN 3 MILES OF THE NEAREST LAND AND IN ALL INLAND WATERS.

IT IS PROHIBITED TO THROW THE FOLLOWING MATERIALS OVERBOARD WITHIN 3-12 MILES OFFSHORE:

PLASTIC, DUNNAGE LINING AND PACKING MATERIALS THAT FLOAT;

PAPER, CROCKERY, RAGS, METALS, GLASS AND FOOD UNLESS GROUND TO LESS THAN 1 INCH (25mm)

M c v

IT IS PROHIBITED TO THROW PLASTIC, DUNNAGE LINING AND PACKING MATERIALS THAT FLOAT WITHIN 12-25 MILES OFFSHORE

IT IS PROHIBITED TO THROW PLASTIC GARBAGE OVERBOARD ANYWHERE IN THE OCEAN OR IN NAVIGABLE WATERS.

VIOLATION OF THE ABOVE MAY RESULT IN CIVIL PENALTY UP TO USD 25,000, A FINE OF UP TO USD 50,000 AND IMPRISONMENT OF UP TO 5 YEARS.

B.7 AFT STEERING ROOM (For vessels with aft steering) NA

SO V/19-2	1. Is emergency steering arrangement satisfactory; changeover Procedure clearly displayed?			
SO II 1/29.10	2. Is there an independent communication link between bridge and Aft steering?			
SO II 1/29.11	3. Is steering gear angle indicator clearly marked?			
	4. Are gratings installed around steering flat?			
SO 11 1/29.12	5. Is emergency header tank full?			

OI	6. Is good housekeeping being maintained? a. There are no combustible materials stored b. Deck is free from oil and slippery materials c. There are no obstructions for easy access			
SO V/19-2D	7. Has the emergency steering gear been tested lately?			
SO II 1/29.13	8. Is compartment provided with emergency exit to weather deck?			
OI	9. Is compartment provided with emergency lighting?			
OI	10. Is a compass installed?			
SO II 2/4	11. Is there an operational emergency fire pump with instructions Posted? (Diesel operated-portable acceptable) N/A			

ENGINE ROOM

There shall be no possibility of cargo vapor entering the engine room spaces. The following provisions shall be observed.

- a. POSITIVE PRESSURE blower for ventilation. Operational at all times.
- b. Stuffing box flange should be fully/tightly bolted. A notice sign over it stating that it be fully bolted must be posted. On the next dry-dock, this assembly shall be replaced by oil seal doubler type.
- c. Electrical cables piercing through the bulkhead shall be fitted with packing glands welded to the bulkhead
- d. Instrumentation cables piercing the bulkhead shall be inside a steel pipe the pipe joints welded to the bulkhead
- e. ASBESTOS insulation of the smoke stack is not allowed.

B.8 ENGINE ROOM

CODE	CHECKLIST	YES	NO	REMARKS
OI	1. Are main engines in good operating condition including instrumentation and gauges per engine log and as claimed by the Chief Engineer?			
IG 6.9.2	2. Are sea chest/bilge overboard discharge valves closed/lashed and properly Marked?			
OI	3. Are bulkhead and stuffing boxes leading to pump room gas tight and water tight?			
OI	4. Are there no manhole/holes leading to Room?			

CG	5. Are there oil pollution warning signs posted near sea/bilge over board discharge valves?			
OI	6. Is the emergency bilge suction valve properly identified?			
IG 2.13.4	7. Are the engine room bilges clean and free of oil?			
SO II 2/5, 21	*8. Is engine room firefighting equipment in good condition?			
	9. Is there a fixed firefighting system fitted? Date tested _____ Last service _____			
SO	10. Are passageways unobstructed and escape routes passable?			
SO	11. Is there adequate lighting?			
IG	12. Are fuel oil tanks vented into the atmosphere?			
OI	13. Is there a notice sign against hot work near the fuel oil tanks?			
OI	14. Are isolation valves of FO tank's sight glasses closed?			
SO	15. Is the emergency lighting system functional?			
OI	16. Are battery terminals fitted with approved type connectors			
OI	17. Is the engine exhaust stack properly insulated and in good condition?			
M1	18. Is the Oil Record Book properly completed?			
SOII 1/43	19. Is the condition of the emergency generator and/or batteries okay?			
SO	20. Is the M/E free from oil splashes and kept tidy?			
SO	21. Are there lifejackets for duty crew members?			
M1	22. Are there OWS installed and Operating?			

B.9 PUMP ROOM

B.9.1 PUMP ROOM VENTILATION SYSTEM

- a. NEGATIVE SUCTION TYPE (20 changes per hour)
- b. Ducting to extend to the bottom and so arranged to cover effectively all spaces.
- c. Fan motor installed OUTSIDE of vent ducts and ump room (could be inside E/R or at open weather deck provided it is of water tight type or within tight enclosure)
- d. Fan motor shaft bearing properly aligned
- e. Gas tight stuffing box flange of fan motor shaft
- f. EXPLOSION PROOF type blower fan motor/fittings.
- g. Non sparking type blower fan blade.
- h. Exhaust vent opening at least 900mm above weather deck and not less than 5m from the nearest air intakes of the ER and accommodation

- i. Vents with dampers marked "open/closed" and flame screen with wire mesh (2mm)

B.9.2 PROCEDURE FOR PUMP ROOM ENTRY SHALL BE POSTED AT ENTRANCE TO PUMP ROOM

- a. During cargo transfer operation, check the gas content every 30 mins. (for barges) and every 1 hour (for tankers). Reading should be less than 2% LEL.
- b. Check the oxygen content up to the lowest level. Reading must be 21%
- c. Operation shall be STOPPED immediately if readings are outside limits
- d. Anyone entering the P/R must wear complete PPE
- e. VENTILATE for at least 15 mins. Prior to entry.
- f. VENTILATE continuously during cargo operation and at all other times entry is required.
- g. Entering personnel must secure entry permit from Master/CO
- h. Communication with CO shall be maintained while inside the P/R
- i. Emergency equipment shall be on standby, i.e. SCABA, resuscitator, harness, lifeline etc.

Notes:

- 1. There should be no possibility of cargo vapor entering the engine machinery spaces. There shall be NO access leading to the engine room. Likewise, there should be GAS TIGHT & WATER TIGHT bulkheads with adjacent tanks and engine room.
- 2. The pump room shall never be used as a storage room
- 3. The class society may require spindle valve extension on deck for cargo and sea chest valves to enable closure from deck in an emergency.
- 4. Sea chest valves shall be closed and anti-pollution warning sign shall be posted over it
- 5. For barges with no pump room (cargo pump installed on cargo deck), vessel should not HANDLE low flash point cargoes (MOGAS, Kero, toluene etc.)

IG 6.4	1. Are all equipment (pump sets, gauges, valves & filters) in good condition?			
IG	2. Is the exhaust blower operational and of the INTRINSICALLY SAFE TYPE?			
M1/5	3. Is the pump room bilge kept clean and dry with no unnecessary stores?			
M1	4. Is there a two valve segregation system for cargo lines used for ballasting?			
IG 2.15, 10.4	5. Are the procedures for entry to pump room known to observed by crew and posted at PR Entrance?			
	6. Is there a fixed firefighting system fitted? Date tested _____ Last serviced _____			
OI	7. Are cargo flanges, pipes and valves free of leaks?			
OI	*8. Is a logbook of atmosphere and gas readings maintained?			
SO	9. Is the emergency rescue hoist/harness? Accessible at upper deck and Ready to use?			

IG	10. Is the sea chest/overboard discharge valve closed locked/lashed?			
SO	11. Is a warning sign posted?			
OI	12. Are handrails between decks installed and in good condition?			
OI	13. Is the P/R equipped with emergency lighting system?			
IG	14. Are all electrical fittings/lights intrinsically safe?			
OI	15. Is there at least one fire extinguisher at each P/R level?			

B.10 CARGO DECK

CODE	CHECKLIST	YES	NO	REMARKS
OI	1. Is the cargo deck area a. Well maintained b. not slippery and free from any oil leak			
OI	2. Any manifold blanks made of steel and fitted with handle?			
M1	3. Are manifold flanges in good condition and fitted with gaskets?			

CODE	CHECKLIST	YES	NO	REMARKS
IG 6.9.5	4. Are unused manifolds blanked and fully bolted?			
OI	5. Are manifold valves made of steel, bronze, or other approved materials (ordinary cast iron or butterfly not accepted)			
SM	6. Are all flame screens (cargo, vents, ullage sighting ports) small mesh 2mm			
CG	*7. Are drip pans with capacity markings fitted for each manifold?			
	8. Is manifold area adequately illuminated?			
CS	*9. Are the vent openings for each cargo tank at least two (2) meters above the cargo tank deck and five meters (5) from the nearest air intake openings of the E/R and accommodation?			
SO 11.2/16	10. Are the tank venting systems operational and marked open/closed?			
OI	11. Are tank hatch covers in good condition and provided with adequate			

	closing/tightening arrangements?			
CS	12. Are cargo hatch coamings raised to at least 30 inches from cargo deck?			
OI	13. Are sounding pipe covers equipped with sealing ears.			
IG	14. Are towing off wires fitted fore and aft?			
SO	15. Are fire pumps capable of sufficient pressure for two jets and Provide fire water to any part of the ship?			
OI	16. Is there a dedicated aft cofferdam?			
OI	17. Is there a dedicated fore cofferdam?			
SO 11.2/19	18. Is the International ship-shore fire connection located as per fire plan and clearly marked?			
OI	19. Are loose gears properly stored?			
IMORes A535	20. Is the Safe Working load of lifting gear clearly marked? Date last tested _____			
SO 111/19	21. Are life boats in compliance with SOLAS requirements?			
SO	22. Are life rafts/boats equipped and are launching instructions posted?			
SO	*23. Are life rafts in date? Date of last service _____			
M1/CG	24. Are there approved dispersants and sprayers. Spill boom requirements is 1.5 LOA on board?			
IG 4.6	25. Is there a non skid ganglank with handrails on both sides, rollers on one end and provisions for securing the other end capable on carrying two persons at any one time?			

B. 10.1 Towing of wires

The towing off wires should:

- a. Have no significant corrosion/abrasion
- b. Be fitted bow and quarter – made fast to bits
- c. Be secured by easily breakable ropes
- d. Be kept above the waterline
- e. Be provided with sufficient slack on deck
- f. Be maintained with grease to prevent corrosion
- g. Have no manual splicing for eyes
- h. Be at least 25m long or half the ship's length whichever is necessary

B. 10.2 A valid inflatable life raft is:

- a. Fitted with a hydrostatic release mechanism and weak link.
- b. Marked for capacity commensurate to vessel complement
- c. Has no damage to its external shell
- d. Has certificate of last inspection
- e. Date of next service as indicated on the shell: _____
- f. It has no additional securing arrangement

B. 10.3 Mooring ropes

The quantity of the mooring ropes carried depends on the ports of call. In all cases, the ship must be able to double up. Unused free ropes should be properly stowed on racks/wooden pallets. Mooring ropes should have:

- a. No powdering
- b. No serve abrasions (chafe)
- c. No significant manifestation of glazing
- d. No chemical attack (characterized by ease of plucking)
- e. Eye splices to be at least three (3) full tucks.

CODE	CHECKLIST	YES	NO	REMARKS
OI	26. Is the anchor not in use secured?			
OI	27. Is the chain stopper secured by securing pin?			
IG 3.5	28. Are mooring ropes in good condition?			
IMO	29. Are mooring winches in good condition (check brake bands)?			
IMO	30. Are roller fair leads free and in good condition?			
CS	31. Are bits free of excessive rust/corrosion pittings?			
SO II 2/4	32. Are fire fighting gears in good condition and comply with CI?			
	33. Are the ship's rails in good condition?			
IG 4.6.1	34. Are warning notices in big bold letter (English and Pilipino) Conspicuously posted in strategic areas?			
IG 6.2.3	35. For ships fitted with PV valves: a. Should be operational and set per cargo handling manual b. Date of last service _____			
	36. Is a foam smothering system fitted? Date last tested _____ Last foam analysis _____			

B.11 HULL & GENERAL APPEARANCE

		YES	NO
LL 4.5.6	1. Are hull and draft marks clearly visible?		

ADDITIONAL REQUIREMENTS FOR COASTAL VESSEL GREATER THAN 500 GRT
(Including barges on Coastal trips)

CHECKLIST	YES	NO	
1. Is the vessels stability data available?			
2. Is an emergency fire pump installed outside of the engine room?			
3. Does the ship have at least two complete sets of fireman's outfit?			
4. Does the ship have at least one manual resuscitator?			
5. Does the ship have an engineer's accommodation			
6. Is the engineer's alarm audible in the engineer's accommodation?			
7. Is the communication link between the bridge and engine room functional?			
8. Is the pump room fitted with high bilge level alarm?			
9. Is a fire plan in weather tight container stowed and both sides of outside accommodation?			
10. Is there a set of unexpired pyrotechnics on board in accordance with SOLAS?			
11. Are there adequate dispersants and sorbents per NOCOP requirement. Spill boom requirements is 1.5 LOA (not to be used in R/L)			
12. Are the ff onboard: Clean sea guide MARPOL SOLAS			
13. Are there at least two hand held radios intrinsically safe and functional?			
14. Are cargo tank high-level alarms fitted and functional?			

CHEMICAL BARGE SUPPLEMENT

CAPACITY: _____ CU M @ _____ %

- | | | |
|--|-----|----|
| 1. Do crew possess Chemical Tankers safety training certificate? | YES | NO |
| 2. Does the vessel have toxic gas detector? | YES | NO |
| Type: _____ | | |
| What gases can be detected? _____ | | |
| If tube type, is it in date? | YES | NO |
| 3. Does the ship have at least two chemical suits onboard? | YES | NO |
| 4. Are there available escape sets for all crewmembers? | YES | NO |
| 5. Is an eyewash and deck shower fitted? | YES | NO |
| 6. Are the ff publications onboard? | | |
| ICS Tanker Safety Guide (chemical) | YES | NO |
| Cargo Handling Manual | YES | NO |
| Industry Safety Guide | YES | NO |
| 7. Cargo Containment System? | | |
| a. Are tanks equipped with high lever alarm? | YES | NO |
| b. Is the shut down system activated by a high level device? | YES | NO |
| c. Is there a cargo temperature indicator? | YES | NO |
| d. Are cargo heating coils/ducts fitted? | YES | NO |
| e. Are fixed cargo tank pressure indicators fitted? If yes | | |
| type: _____ | | |
| Location: _____ | | |
| f. Are tanks fitted with high pressure alarm? | YES | NO |
| g. Are tanks fitted with low pressure alarms? | YES | NO |
| h. Are cargo pumps fitted with automatic cut-outs? | YES | NO |

BAY AND RIVER SUPPLEMENT

- | | | |
|--|-----|----|
| 1. SHIPS CERTIFICATES AND DOCUMENTS | | |
| Are the following documents on board and in date? | YES | NO |
| Bay and River License | YES | NO |
| LLDA Permit | YES | NO |
| P&I Club (VALID) | | |
| 2. Is there at least one operational radar (15 mile range) except Bunker barge? | YES | NO |
| 3. Is there at least one marine portable handset radio (vessel More than 50m LOA) | YES | NO |
| 4. Is the vessel equipped with double-doors with self-closing mechanism and rubber lining? | YES | NO |
| 5. Is there at least one binocular onboard? | YES | NO |
| 6. Is the vessel equipped with collapsible vents and exhaust stack? | YES | NO |

CODE

CG	-	Philippine Coast Guard
CL	-	Civil Liability
CS	-	Class
DQ	-	DOH-QUARANTINE
IG	-	ISGOTT (International Safety Guide for Oil Tankers & Terminals)
IMO Res A	-	International Maritime Organization Resolution A
LL	-	Load Line
M1	-	Marine Pollution Annex 1
M1/SO/11/2	-	MARPOL Annex 1/Safety of Life and Property at Sea Chapter 11-2
MR	-	Maritime Industry Authority
NTC	-	National Telecommunications Commission
OC IMF	-	Oil Company International Marine Forum
OI	-	Oil Industry
SM	-	Safety Management
SM/ISM-NSM	-	Safety Management/ International Safety Management-National Safety Management
SO	-	Safety of Life and Property at Sea
SW	-	Seafarers Training, Certificate and Watchkeeping (STCW)
SW/MR	-	Seafarers Training, Certificate and Watchkeeping/Maritime Industry Authority
USCG	-	United States Coast Guard