

List of General Concerns

1. Area under the SOLAS Convention

- i) proper operation of emergency generator, lighting, batteries and switches, main and emergency fire pumps, main and auxiliary steering gears;
- ii) no serious deterioration of personal life-saving appliances, survival crafts and launching arrangements;
- iii) no substantial deterioration to the extent that it can comply with its intended use of fire detection systems, fire alarms, fire lines, fire hoses, fire-fighting equipment, fixed fire-extinguishing installation, ventilation closing arrangements and fuel oil tank quick-closing valves;
- iv) no serious deterioration of lights, shapes or sound signals;
- v) proper operation of the GMDSS installation for distress and safety communication, including those used in life-saving appliances and ship security;
- vi) proper operation of navigation equipment, taking the provisions of SOLAS Regulation V/19(4)(Consolidated Edition 2009) into account;
- vii) provision of updated or corrected navigational charts, and/or all other relevant nautical publications necessary for the intended voyage, taking into account that electronic charts may be used as a substitute for the charts;
- viii) drills including fire drills, abandon ship drills and security drills are conducted in an effective manner;
- ix) no significant areas of damage or corrosion, or pitting of plating and associated stiffening in decks and hull affecting seaworthiness or strength to local loads, unless proper temporary repairs for a voyage to a port for permanent repairs have been carried out;
- x) engine room space and bilges are maintained in clean and tidy conditions, no leakage is found on main and auxiliary machinery, no insulation of fuel oil pipe is wetted through with fuel oil and electrical cables are properly maintained;
- xi) access control for visitors (including port officials) is properly carried out at gangway; and
- xii) LRIT conforms to the present regulations and valid Conformance Test Report is kept onboard.

2. Areas under the LOAD LINES Convention

- i) provision of sufficient and reliable information, in an approved form which by rapid and simple means, enables the master to arrange for the loading and ballasting of his ship in such a way that a safe margin of stability is maintained at all stages and at varying

conditions of the voyage, and that the creation of any unacceptable stresses in the ship's structure are avoided;

- ii) no substantial deterioration or defects in cargo and other hatchways including covers and securing devices, machinery space openings, miscellaneous openings in freeboard and superstructure decks, ventilators, air pipes, cargo ports and other similar openings, sidescuttles, windows, skylights, weather-tight doors, all closing arrangements and guard rails or bulwarks around all exposed decks; and
- iii) legibility of deck line, load line mark, lines to be used with load line mark and draught marks.

3. Area under the MARPOL Convention

- i) no serious deterioration or failure of proper operation of the oily-water filtering equipment, the oil discharge monitoring and control system, and the 15 ppm alarm arrangements;
- ii) SOPEP or SMPEP for noxious liquid substances and oil record books are available and properly entered and maintained;
- iii) no unauthorized by-pass discharge connection is fitted to the system of oily-water filtering equipment; and
- iv) placards, garbage management plans and garbage record books are available and properly maintained.