

# Common Marine Inspection Document for Small Workboats



Vessel name:	WICKIE
IMO number:	N/A
Date inspected:	11 Feb 2020



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IMCA promotes improvements in quality, health, safety, environmental and technical standards through the publication of information notes, codes of practice and by other appropriate means.

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- Competence & Training
- Contracts & Insurance
- Health, Safety, Security & Environment
- Lifting & Rigging
- Marine Policy & Regulatory Affairs

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There are also five regional sections which facilitate work on issues affecting members in their local geographic area - Asia-Pacific, Europe & Africa, Middle East & India, North America and South America.

#### **IMCA M 189 Issue 4**

This document supersedes all previous issues of the Marine Inspection for Small Workboats (IMCA M 189), which are now withdrawn.

Issue 4 includes a general update of question sets. Explanatory notes have been moved to IMCA M 167 - Guidance on the eCMID system.

Only reports available in the online eCMID database at [www.imcaecmid.com](http://www.imcaecmid.com), which will have been prepared and uploaded by an AVI, are recognised as valid eMISW reports by IMCA.

**[www.imcaecmid.com](http://www.imcaecmid.com)**

*The information contained herein is given for guidance only and endeavours to reflect best industry practice. For the avoidance of doubt no legal liability shall attach to any guidance and/or recommendation and/or statement herein contained.*

# Common Marine Inspection Document

IMCA M 189 (eMISW) Issue 4.0 - 15 Okt 2018

*Explanatory notes and guidance on completion of this document can be found in the latest issue of IMCA M 167*

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## Inspection Summary

<b>Report completed by</b> <i>(inspector's name)</i>	Capt Ralf Tewes	<b>Date</b>	11 Feb 2020
<b>Inspector's employer</b>	OFFCON GmbH	<b>CMID AVI ID Number</b>	
<b>Supervising Inspector</b>	Capt Benjamin Schmoll	<b>Supervisor's AVI No</b>	00313
<b>Supervisor's Employer</b>	OFFCON GmbH		
<b>Company on whose behalf inspection is carried out</b>	Deutsche Lotsenboot Reederei GmbH (DLR)		
<b>Report summary seen and discussed by</b> <i>(master or delegated representative's name)</i>	Philipp Kolmorgen, Pilot Operation Manager		
<b>Port of inspection</b>	Bremerhaven/ GE		
<b>Vessel operation at time of inspection</b>	Vessel stand by in service as Pilot Boat in BRV		
<p>The Pilot Boat WICKIE has been inspected in port of Bremerhaven/GE, Together with her two sister boats SNORRE and FAXE, she belongs to the current DLR fleet of pilot boats performing docking pilot transfer in port of Bremerhaven. Vessel was alongside in Sportboothafen during inspection, as spare boat to replace one of the pilot boats in service on request. Vessel will be manned by crew of the replaced pilot boat. The boat made a good visual impression, all found clean and tidy. The Pilot Operational Manager (on scene superior for the pilot boat fleet and Skipper) has been on board during inspection.</p>			

## Inspection Findings

Question No	Section
22.4	Vessel and cyber security
	under development
22.6	Vessel and cyber security
	under development

## Debrief

The inspector shall discuss the inspection findings with the master before leaving the vessel. The close-out meeting report should be completed (template available in the inspection application under File > Download documents) and submitted with the final report as an attached image file.

## Distribution list for reports

The final report, when uploaded to the eCMID database provides access to the report for the following:

1. Vessel owner;

The party who commissioned the inspection, if not the vessel owner, such as an oil company client, charterer;  
Any other eCMID database user who has been assigned access by the vessel operator.

**Further information** on the eCMID processes can be found in IMCA M 167 - Guidance on the IMCA eCMID system - available via [www.imcaecmid.com](http://www.imcaecmid.com) together with user guides to the eCMID website and software.

## 1. Vessel particulars

	Requested Information
Name of vessel	WICKIE
Type of vessel	Pilot Boat (small craft)
(include detail of engines, berths and any special features)	KEWATEC PILOT 1620
Length overall (LOA) - state unit of measurement	16,20m
Gross tonnage (GT) - state unit of measurement	28
Previous name(s)	LOS 125
Vessel owner/operator - name	Derrick Boating AS (Owner)
Vessel owner/operator - address	Derrick Boating AS, Vollsveien 4, 1366 Lysaker (NOR)
Vessel owner/operator - tel	
Vessel owner/operator - email	
Date current vessel operator assumed responsibility for vessel	2019-01
Manning agent - name	
Vessel owner/operator - address	DLR, Dehnhof 34, 24376 Kappeln (operator)
Vessel owner/operator - tel	0049 4642 924070
Vessel owner/operator - email	
Flag	German Flag
(if the vessel has changed flag within the past six months, report date of change and previous flag)	Change of flag 2019-02, previous flag Norway
Port of registry	Kappeln / GE
Classification society (if applicable)	na
(if vessel has changed class within the past six months, report date of change and previous classification society)	na
Class ID number	na
Category	na
Vessel certificate (details of operating code eg. MCA Vessel Code - include max. distance from shore, day trips only, etc.)	Preliminary Ship Safety Construction and Equipment Certificate Pilot Boat, Small Craft National Trade
Issued (on date)	2019-12-27
Valid until	2020-06-09
Issued by	Federal Republic of Germany - BG Verkehr - Ship Safety Division
Last annual inspection	2019-11-14
Total allowance number of persons on board (PoB)	6
Additional comments/observations - This space may be used to record any general comments the inspector wishes to make which are not covered elsewhere.	

## 2. Index of certificates and documents

Certificate	Applicable to vessel type Y/N	Date of issue	Cert does not have issue date Y/N	Date of expiry	Cert does not expire Y/N
Asbestos free certificate	Yes	02 Jan 2019	No		Yes
Classification society certificate	No				
Certificate of registration	Yes	08 Nov 2019	No		Yes
Certificates of insurance - protection and indemnity (P&I)	Yes	01 Okt 2019	No	30 Sep 2020	No
Certificate of insurance for wreck removal - Nairobi Convention (compulsory for vessels ≥ 300 GT)	Yes	01 Okt 2019	No	30 Sep 2020	No
Certificate of insurance or other financial security in respect of seafarers repatriation and shipowners' liability	No				
Employer's liability insurance certificate	Yes	01 Okt 2019	No	30 Sep 2020	No
Flag state certificate/national safety certificate	Yes	27 Dez 2019	No	09 Jun 2020	No
Certificate of hull and machinery (H&M) insurance	Yes	01 Okt 2019	No	30 Sep 2020	No
IMDG Code - document of compliance for the carriage of dangerous goods	No				
International oil pollution prevention certificate	No				
International air pollution prevention certificate	Yes	16 Nov 2018	No		Yes
International sewage pollution prevention certificate	No				
Minimum safe manning certificate	Yes	06 Jun 2019	No	30 Mai 2024	No
Passenger liability (up to 12 passengers) - Athens Convention insurance certificate	No				
Passenger ship safety certificate	No				
Potable water quality test certificate	No				
Radio survey report	Yes	13 Mrz 2019	No	13 Mrz 2020	No
Radio station licence	Yes	04 Dez 2019	No		Yes
Hydrostatic release certificate - life raft #1	Yes	14 Mai 2019	No	14 Mai 2020	No
Hydrostatic release certificate - life raft #2	No				
Hydrostatic release certificate - life raft #3	No				
Hydrostatic release certificate - life raft #4	No				
Servicing certificate - life raft #1	Yes	14 Mai 2019	No	14 Mai 2020	No
Servicing certificate - life raft #2	No				
Servicing certificate - life raft #3	No				
Servicing certificate - life raft #4	No				
Ship sanitation control exemption certificate	No				
Test and thorough examination of lifting equipment certificates	No				
Tonnage certificate	Yes	19 Jul 2019	No		Yes
Vessel or load line certificate	No				
Spare	No				

### 3. Inspection

<b>3.1</b>	Has the vessel a copy of the latest port state inspection on board?	Yes	No	NA *	NS
Inspector	No PSI, vessel operates in national trade as Pilot Boat				
Operator					

Note date of last port state inspection and if over 12 months the reason why.

Comment on where and when the inspection was carried out. If vessel was detained, or significant deficiencies were listed, record the reason for detention or nature of those deficiencies.

None of the response options will generate a finding.

<b>3.2</b>	Has the vessel a copy of the latest eMISW on board?	Yes	No	NA *	NS
Inspector	Initial eMISW				
Operator					

Note date of last eMISW and if over 12 months the reason why.

Company, date and relevant findings (if any).

If the vessel is new or has been laid up and has not been subjected to an eMISW inspection, the inspector can use NA.

If no inspection has been carried out and this should normally have been completed, the inspector should select 'No' and state the reason, e.g. required by industry guidelines. In this case the finding will be recorded.

<b>3.3</b>	Are there any pending conditions of class or pending class memoranda?	Yes	No	NA *	NS
Inspector	vessel is not required to to be classed.				
Operator					

If any, comment on the nature of the conditions of class and/or class memoranda (if any).

<b>3.4</b>	Additional Section 3 comments	Yes	No *	NA	NS
Inspector					
Operator					

**4. Logbooks**

<b>4.1</b>	Does the vessel have appropriate logbook(s) (e.g. official/deck/radio/engine)?	Yes *	No	NA	NS
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Inspector	<p>Vessel is equipped with certified electronic log book(OFFlog) approved by BSH and BGV, all relevant events are logged electronically in time.</p> <div style="text-align: center;">  </div>
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Operator	
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Comment if no logbook is available for use.  
 Comment on appropriate entries in the logbooks.

<b>4.2</b>	Additional Section 4 comments	Yes	No *	NA	NS
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Inspector	
Operator	



**5. Weather-tight integrity**

<b>5.1</b>	Is it possible to secure all openings to prevent the ingress of water whilst at sea?	Yes *	No	NA	NS
Inspector	All water tide doors/ hatches are well maintained and fully operational  				
Operator					

Comment if there is unreasonable difficulty doing this.

<b>5.2</b>	Are doors located on or above the weather deck, which give access to spaces below, weather-tight and able to be operated from either side?	Yes *	No	NA	NS
Inspector	All doors can be operated from both sides. All seals and fittings are in good operational condition.  				
Operator					

Comment on state and condition of seals, fastening and securing fittings.

<b>5.3</b>	If there are any opening skylights fitted, can they be effectively secured from either side?	Yes	No	NA *	NS
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Inspector	Vessel is not equipped with opening skylights
Operator	

Note the condition of fastenings and securing fittings for the skylights.

Note: In a new vessel, a skylight which is provided as a means of escape should be capable of being opened from both sides.

<b>5.4</b>	Are blanks available for securing in place, in the event of breakage of a skylight?	Yes	No	NA *	NS
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Inspector	na
Operator	

Note the stowages for the blanks and their ease of access in an emergency.

<b>5.5</b>	Can all opening port-lights be effectively secured?	Yes	No	NA *	NS
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Inspector	na
Operator	


Comment on condition of securing arrangements and fittings.

<b>5.6</b>	Are all weathertight closures to ventilators in full working order?	Yes *	No	NA	NS
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Inspector	<p>Weathertide closures are operational. Vessels hull and superstructure found in good condition</p> 
Operator	

Comment on the state and condition of the hull, hull coatings (marine growth) and superstructure (visual observation).

<b>5.7</b>	Does the hull and structure of the vessel appear in a good state of repair?	Yes *	No	NA	NS
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Inspector	Vessel in good condition, paint of hull and superstructure well maintained. Last bottom survey 2019-11.				
					
Operator					

Comment on the state and condition of the hull and superstructure (visual observation).

<b>5.8</b>	When a deck is fitted with bulwarks such that water may be trapped, are there effective draining ports?	Yes	No	NA *	NS
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Inspector					
Operator					

<b>5.9</b>	Are sea inlets and discharges below the waterline fitted with a seacock or other effective means of closure?	Yes *	No	NA	NS
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Inspector	Inlets and outlets below or close to waterline are fitted with operational effective closure devices				
					
Operator					

<b>5.10</b>	Is there evidence of any water leaking into the vessel below decks?	Yes	No *	NA	NS
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Inspector	Vessels bilge found clean and dry
	
Operator	

Comment on the evidence of leaking and if possible include a photograph.  
 This should not be confused with water brought down from the upper deck during wet conditions.  
 Leaking from internal fresh water supplies should be reported in machinery or accommodation sections.  
 'Yes' generates an entry in the Findings section.

<b>5.11</b>	If the vessel has a self-righting capability are all safety criteria being met?	Yes	No	NA *	NS
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Inspector	Vessel is not designed self-righting.
Operator	


Note whether correct means of crew , passenger and cargo securing arrangements are fitted and serviceable.  
 Note whether appropriate services for recovery from inversion are fitted and serviceable.

<b>5.12</b>	Additional Section 5 comments	Yes	No *	NA	NS
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Inspector	
Operator	

**6. Machinery and electrical**

<b>6.1</b>	Are engine/generator machinery and spaces clean and well maintained?	Yes *	No	NA	NS
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Inspector	All machinery spaces found in clean and tidy condition				
					
Operator					


<b>6.2</b>	Are vent pipes for fuel tanks protected against water ingress by a goose neck or other efficient means?	Yes *	No	NA	NS
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Inspector					
Operator					

<b>6.3</b>	Are vent pipes for fuel and lube oil tanks fitted with a flame or spark arrestor?	Yes	No	NA *	NS
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Inspector					
Operator					

<b>6.4</b>	Are there means available to effectively control fuel spillages or leaks from permanent or temporary equipment?	Yes *	No	NA	NS
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Inspector	<p>Bunker station fwd + aft are equipped with drip cases                  Engine room is video controlled that operating crew is able observe during operation                  All engine spaces are kept clean that any leakage can be detected immediately                  Vessel is equipped with sufficient SOPEP material</p> 
Operator	

Comment on the means of control e.g. savealls, drains, temporary means, such as oil spill equipment, etc.

<b>6.5</b>	Is there a safe means of isolating the fuel supply in the event of an emergency?	Yes *	No	NA	NS
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Inspector	<p>All fuel tanks are equipped with emergency self closing devices remote operated from deck</p> 
Operator	

Comment on the means used and the ease of access to/operation of isolation method.  
 Is the means for isolating accessible from outside the machinery space?

<b>6.6</b>	Are there any fuel or oil leaks in the machinery spaces?	Yes	No *	NA	NS
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Inspector

No leaks discovered, all clean and tidy.



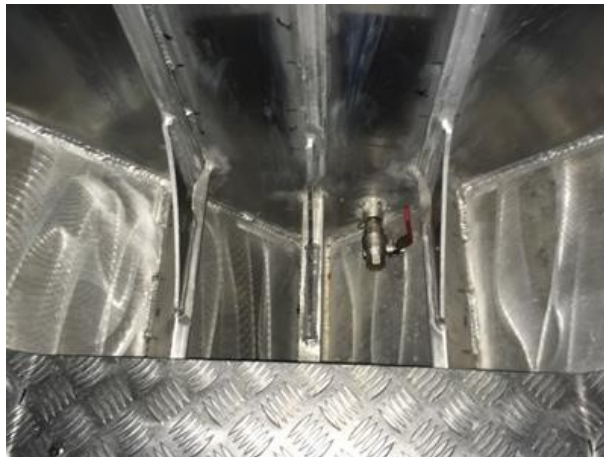
Operator

Comment on the evidence that leakage has occurred and any indication of control measure/mitigation.  
 Caution: Inspector to be aware of hazard/risk of fire depending on circumstances.  
 A photograph should only be taken if it is safe to do so.  
 'Yes' generates an entry in the Findings section.

<b>6.7</b>	Are the bilges empty and free from oil residue?	Yes *	No	NA	NS
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Inspector


All found clean and tidy.



Operator

Note: Inspector should ask the reason(s) why the bilges are oily and comment above.

<b>6.8</b>	When batteries are the sole means of starting the propulsion engine, are there at least two sets of batteries available?	Yes *	No	NA	NS
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Inspector	<p>Battery installations are clean and new. Consumer batteries are separated from starter system. If necessary consumer batteries can be used to start engines.</p> 
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Operator	
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Comment on state and condition of battery arrangements.

<b>6.9</b>	Are there safe means of isolating electrical supplies?	Yes *	No	NA	NS
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Inspector	<p>All electrical installation fullfills national requirements.                  Electrical circuits are protected by fuses and can be separately isolated.                  Last MEGGER test 2020-01-08</p>
Operator	

<b>6.10</b>	Are electrical systems protected from water?	Yes *	No	NA	NS
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Inspector	<p>Main electrical cabinets are located inside wheel house or machinery room well protected.</p> 
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Operator	
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Comment on state and effectiveness of protection.



<b>6.11</b>	Are battery spaces adequately ventilated?	Yes *	No	NA	NS
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Inspector Batteries are sealed maintenance free.  
Storage spaces are ventilated via room ventilation.

Operator

<b>6.12</b>	Are all batteries secured firmly to prevent movement?	Yes *	No	NA	NS
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Inspector All batteries are safe secured in frames or installed inside fixed aluminium boxes.



Operator

<b>6.13</b>	Is there adequate and appropriate PPE for personnel checking/maintaining the batteries (e.g. face shields, rubber gloves)?	Yes *	No	NA	NS
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Inspector

Operator

<b>6.14</b>	Is effective emergency lighting provided to allow escape from below/under-deck/after deck to allow essential activities to be conducted?	Yes *	No	NA	NS
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Inspector Vessel is fitted with emergency lights in wheelhouse/machinery spaces and torches are available.

Operator

<b>6.15</b>	If steering by remote control, are there effective means of emergency steering?	Yes *	No	NA	NS
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Inspector	<p>Vessel is equipped with 2 emergency steering devices. One remote operated system inside wheel house operational from drivers chair. One manual system located aft inside steering gear room.</p> 
Operator	

<b>6.16</b>	Are there two fully working bilge pumps?	Yes *	No	NA	NS
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Inspector	<p>Vessel is equipped with 4 electric bilge pumps, one in each water tide compartment. They will be operated from the wheel house, all operational. Vessel is fitted with one fixed manually operated bilge pump. The fire pumps can be used also as bilge pumps.</p> 
Operator	

Comment on the condition of bilge pumps and pumping arrangements.

<b>6.17</b>	Is at least one bilge pump available for duty in an emergency?	Yes *	No	NA	NS
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Inspector	<p>Vessel is equipped with a fixed manual bilge pump. The fixed fire pump powered by main engine and the portable electrical emergency fire pump can be used also as bilge pump.</p> 
Operator	

Note: The pumps and sources of power, if power driven, should be in widely separated spaces so that any single event does not disable all the pumping systems.

<b>6.18</b>	Is an operating bilge alarm fitted in watertight spaces containing machinery or in cargo holds?	Yes *	No	NA	NS
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Inspector	<p>Vessel is fitted with bilge alarm in each water tide compartment. The alarm panel is located in the wheel house.</p> 
Operator	

<b>6.19</b>	Are operating manuals available for the machinery?	Yes *	No	NA	NS
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Inspector	<p>Manufactures manuals are available mainly in English, an electronic operating manual is available in German. Vessel are manned with German crew with English skills.</p>
Operator	

Comment on whether manuals are in a language which can be understood by the crew.

<b>6.20</b>	Are adequate tools and the manufacturers' recommended emergency spares available for the machinery?	Yes *	No	NA	NS
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Inspector	Vessel is equipped with recommended operational spare part. Further spares are stored in shore side store and available on short notice.
Operator	

Comment if emergency spares are not as per manufacturers' recommendations (if known).

<b>6.21</b>	Are maintenance records available for the onboard equipment?	Yes *	No	NA	NS
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Inspector	Vessel is equipped with electronic maintenance system OFFmaint, entries are up to date
Operator	

Comment on the state and condition of records.

<b>6.22</b>	Is the engine room free from untreated hazards?	Yes *	No	NA	NS
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Inspector	All found clean and tidy  
Operator	

Comment on any hazards that appear to have been overlooked or remains a hazard due to inadequate mitigation, e.g. missing or damaged lagging on hot surfaces, loose floor plates, unguarded rotating machinery etc.?

Note: SOLAS: All surfaces above 220°C are to be insulated or equivalent protected in order to avoid ignition of flammable fluids.

Typical hot surfaces on engine 'body' are as follows: indicator valves (if fitted), cylinder covers, exhaust pipe from each cylinder, tie in to exhaust manifold, exhaust manifold in particular overlaps between steel sheets and laggings, foundation and lifting lugs on exhaust ducts, turbochargers, in particular flanges to such, cut outs for pressure/temperature sensors, etc.; housing surfaces of floodlights.

(Ref MSC.1/Circ.1321, 11 June 2009 - Guidelines for measures to prevent fires in engine-rooms and cargo pump-rooms)

<b>6.23</b>	Does the vessel have a planned maintenance system in place covering critical equipment and spares?	Yes *	No	NA	NS
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Inspector	Vessel is equipped with electronic maintenance system OFFmaint. Basic set of critical spare parts are available on board, additional spares stored ashore shortly available on request.
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Operator	
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Are critical equipment spares defined on board the vessel and is a current list available?  
(Ref ISM 10.3 and flag state requirements)

<b>6.24</b>	Additional Section 6 comments	Yes	No *	NA	NS
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Inspector	
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Operator	
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## 7. Stability

<b>7.1</b>	If required does the vessel have an approved stability information booklet onboard?	Yes *	No	NA	NS
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Inspector	Electronic copy of stability booklet including load cases supplied by building yard KEWATEC in place.
Operator	

<b>7.2</b>	If the vessel is required to carry an approved stability booklet, is there a competent person and appropriate system available to calculate the vessel's stability?	Yes	No	NA *	NS
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Inspector	The Skipper are aware of builders stability calculations based on max(6) /min(2) person on board. No stability calculations and records required for pilot transfer operation.
Operator	

Competence should be based on requirements of operating area whether by international, national or industry standards as applicable.

<b>7.3</b>	Are any stability records available to show the effects of adding or removing loads on the vessel?	Yes	No	NA *	NS
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Inspector	Vessel does not carry any cargo. Load case calculations are not required for pilot transfer operation.
Operator	

Comment on condition of records and date of most recent review.  
Comment on system of review of records by company management.

<b>7.4</b>	Are the crew familiar with the stability issues with regards to winches and lifting operations?	Yes	No	NA *	NS
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Inspector	Vessel is not equipped with cargo operating gear.
Operator	

<b>7.5</b>	Additional Section 7 comments	Yes	No *	NA	NS
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Inspector	
Operator	

**8. Freeboard**

<b>8.1</b>	If required by flag state, is the vessel marked with a deck line and freeboard mark?	Yes	No	NA *	NS
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Inspector	na
Operator	

Note: Comment on if the markings are clearly visible.


<b>8.2</b>	If the vessel is not marked with a deck line and freeboard mark, has the safe maximum draught been determined?	Yes	No	NA *	NS
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Inspector	Vessel does not have any cargo on board, the load case calculation is based on max allowed person (6) on board
Operator	

<b>8.3</b>	Additional Section 8 comments	Yes	No *	NA	NS
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Inspector	
Operator	

**9. Escape**

<b>9.1</b>	Are there at least two means of escape from any occupied space?	Yes	No	NA *	NS
Inspector	<p>The Pilot Boat wheel house is small, as second emergency escape a window can be broken by installed emergency hammer. The machinery spaces below deck do have 2 escape routes (fwd/aft)</p> 				
Operator					

Note ease of access to escape routes.

Note: 'No' will appear in Findings section - if two means of escape are not realistically practical due to vessel type select 'NA' and add comment to explain.

<b>9.2</b>	Are means of escape clearly marked and the escape route adequately illuminated?	Yes *	No	NA	NS
Inspector	<p>Signs are in place</p> 				
Operator					



<b>9.3</b>	If there are not at least two means of escape, are there fire detectors fitted in the space?	Yes *	No	NA	NS
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Inspector	Machinery spaces are protected by fire alarm system (temperature sensor) and two escape routes are available.				
					
Operator					

<b>9.4</b>	Additional Section 9 comments?	Yes	No *	NA	NS
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Inspector					
Operator					

**10. Fire**

<b>10.1</b>	Are fire detectors and fire call points, where fitted, in working order?	Yes *	No	NA	NS
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Inspector	Engine room is fitted with temperature sensor, wheel house fitted with smoke sensor. The alarm control and activation panel for the fixed installed FirePro system is located inside wheel house. The FirePro system will be inspected yearly by external service company; copy of inspection report is logged in maintenance system OFFmaint. Last inspection 20190823 Next inspection 20200822
Operator	


Comment on if there is there a procedure for testing fire detectors and if it is complied with.

<b>10.2</b>	If no fire detectors are fitted, are adequate procedures in place to detect smoke or fire?	Yes	No	NA *	NS
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Inspector	Fire detectors. in place
Operator	

Comment on what these alternative procedures are.

<b>10.3</b>	Is/are the vessel's fire pump(s) working and available?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	Fire pump available and in working condition, belt driven by PS main engine.
	
Operator	

This may be a manual or power driven pump.

<b>10.4</b>	Is a working emergency fire pump available outside the machinery space?	Yes *	No	NA	NS
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Inspector	One electrical portable emergency pump is available outside engine room and in good condition.
	
Operator	

<b>10.5</b>	If fitted, can fire hose(s) deliver a jet of water to any part of the vessel?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	Vessel is equipped with two hydrants, one located on deck, the other one inside fwd tank room. The fire hoses, jet of water can serve any space on board.
Operator	

<b>10.6</b>	If available, does the jet/spray nozzle work properly on the fire hose?	Yes *	No	NA	NS
-------------	---	----------	----	----	----


Inspector	Spray nozzle and hoses are in good working condition
Operator	

10.7	Are the required number and correct type of portable fire extinguishers available on the vessel as defined in the safety plan and with valid service certificates?	Yes *	No	NA	NS
------	--	----------	----	----	----

Inspector	<p>4 fire extinguisher are available on board in full compliance with fire and safety plan.                  1x CO2 5Kg aft tank room                  2x Foam 9l engine room + wheel house                  1x Powder 6Kg fwd tank room                  Next service 2020-06</p> 	
Operator		

Comment on the number and type of fire extinguishers as required by the vessel's safety plan.  
 Comment on the condition of the extinguishers and system for maintaining them.


10.8	Is there a fixed firefighting system for the engine room?	Yes *	No	NA	NS
------	---	----------	----	----	----

Inspector	<p>Engine room is protected by FIRE PRO system with temperature sensor. The wheel house is protected by smoke sensor. The alarm central control and release unit is located inside wheel house.</p> 	
Operator		

Comment on the type of firefighting system fitted and method of operation.  
 Note: If there is no fixed firefighting system for the engine room due to type of vessel select 'NA' and explain how engine room firefighting is effectively conducted.

<b>10.9</b>	Is there a fire blanket in the galley/pantry/cooking area?	Yes	No	NA *	NS
Inspector	Vessel is not equipped with galley; only coffee machine and micro wave available. Crew is accommodated ashore.				
Operator					
<b>10.10</b>	Do crew members know how to operate firefighting equipment?	Yes *	No	NA	NS
Inspector	All crew is well instructed and familiar with the effective operation of the fire fighting equipment.				
Operator					
<b>10.11</b>	Additional Section 10 comments?	Yes	No *	NA	NS
Inspector					
Operator					


**11. Radio**

<b>11.1</b>	Is the radio equipment in good working order?	Yes *	No	NA	NS
Inspector	<p>Vessel is a small craft limited to area A1 All radio equipment is in good operational condition</p> 				
Operator					

Note: Radio installation should be in accordance with the requirements as stated in the vessel's radio licence.  
Safety radio equipment should be tested at regular intervals eg. prior to sailing, weekly or monthly.

<b>11.2</b>	Is the crew familiar with the correct operation of the radio equipment?	Yes *	No	NA	NS
Inspector	All crew is instructed and familiar with the operation of the radio equipment.				
Operator					

<b>11.3</b>	Is an emergency position indicating radio beacon (EPIRB) fitted? Is the hydrostatic release unit (HRU) fitted correctly?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	<p>EPIRB is on board located on roof top of the wheel house, HRU correct fitted, valid until 2020-03-20, Batterie expires 2021-08-31</p> 
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Operator	
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Comment on if the EPIRB battery and HRU are within valid dates.

Note: A 406 MHz EPIRB. Vessels trading exclusively in sea area A1 may fit a VHF DSC EPIRB in lieu of a 406 MHz EPIRB.

<b>11.4</b>	Is a search and rescue transponder (SART) fitted?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	<p>SART on board located inside the wheel house next to door, Next annual service 2020-03-13 Batteriey expire 2020-09-30</p> 
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Operator	
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Note: The fitting of a SART may be a recommendation or a requirement depending upon the local maritime administration

<b>11.5</b>	Is a Navtex receiver fitted?	Yes	No	NA *	NS
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Inspector Vessel is not required to be fitted with NAVTEX due to limited operating area  
 Operator

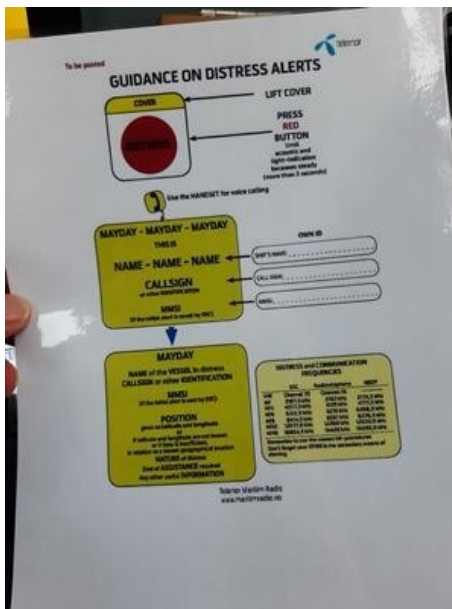
Note: NAVTEX is a system used for the broadcast of localised marine safety information (MSI) by radio TELEX. Comment on how the crew monitor, utilise and keep control of the NAVTEX messages.

<b>11.6</b>	Are the required crew members with an approved certificate for operation of the radio equipment onboard?	Yes *	No	NA	NS
-------------	--	-------	----	----	----

Inspector A skipper holding valid radio certificates.  
 Operator

<b>11.7</b>	Are cards available giving a clear summary of the radio telephone distress, urgency and safety procedures?	Yes *	No	NA	NS
-------------	--	-------	----	----	----

Inspector Distress communication card in place.



Operator

Comment on whether these are available in languages appropriate to the national content of the crew.

<b>11.8</b>	Are there clear instructions for the operation of the hand held VHF radios?	Yes	No	NA	NS *
-------------	---	-----	----	----	------

Inspector All crew is well familiar with the operation of hand held VHF.  
 Operator

<b>11.9</b>	Are the batteries for the radio station in good working condition and securely stowed?	Yes *	No	NA	NS
-------------	--	-------	----	----	----

Inspector All found in good condition, last external service 2019-03-13  
 Operator



<b>11.10</b>	Are sealed spare batteries for the hand held VHF radio(s) available and charged?	Yes *	No	NA	NS
--------------	--	----------	----	----	----

Inspector	2 spares batteries on board, controlled by maintenance system OFFmaint Expiry dates - 2021-12-31 / 2022-01-30 
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Operator	
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Comment on the number of spare batteries and routine for checking battery life.

<b>11.11</b>	Is the vessel's call sign and Maritime Mobile Service Identity (MMSI) clearly displayed?	Yes *	No	NA	NS
--------------	--	----------	----	----	----

Inspector	MMSI - 211 814 370 C/S - DKJX2 
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Operator	
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<b>11.12</b>	Additional Section 11 comments?	Yes	No *	NA	NS
--------------	---------------------------------	-----	---------	----	----

Inspector	
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Operator	
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## 12. Navigation equipment

<b>12.1</b>	Are navigation lights in good working order?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	All navigation lights including secondary system in good working condition.				
					
Operator					

*Note: Including secondary system if fitted.*


<b>12.2</b>	Is there a means of making an efficient sound signal?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	Sound signal operational.				
Operator					

<b>12.3</b>	Are navigational day shapes available?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	Vessel is equipped with Pilot Flag.				
Operator					

<b>12.4</b>	Is the magnetic compass in working order?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	Magnetic compass in place Deviation card posted, copy filed in OFFmaint system last survey 2019-01-27
	
Operator	

Comment on: Does the light work on the magnetic compass? Does the magnetic compass have a valid deviation card? Confirm that the recorded deviation corresponds with the actual deviation. If no deviation record is maintained, comment if the last adjustment was within the last two years.

A fluxgate compass is an acceptable alternative only if provided with an independent back up power supply.

<b>12.5</b>	Is a global navigation satellite system or a terrestrial radio navigation system available?	Yes *	No	NA	NS
-------------	---	----------	----	----	----


Inspector	Vessel is equipped with GPS
	
Operator	

Note: A 'No' selection does not generate a finding.

<b>12.6</b>	Is there means of measuring the speed through the water and/or distance covered?	Yes	No	NA *	NS
-------------	--	-----	----	---------	----

Inspector	Speed over ground available, speed through water needs be calculated if needed.
Operator	

<b>12.7</b>	If an echo sounder is fitted is it in working order?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	In place and operational.				
Operator					

Note: Other means to measure the depth of water may be used.

<b>12.8</b>	Are approved, current, corrected charts available?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	Chart for limited limited operational area of pilot transfer in port of Bremerhaven on board. 2 ECDIS installed for operational support only but not for navigation.
Operator	

Note: An electronic chart plotting system complying with appropriate maritime administration requirements may be fitted in place of a chart outfit.

<b>12.9</b>	Are relevant publications on board? Are current tide tables available?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	Vessel is equipped with detailed local tide table book suitable for the limited pilot boarding operational area
Operator	

Note: Are current tide tables available? Is there a tidal stream atlas available for the area of operation? Is there a copy of the list of radio signals available for the area of operation? Is a copy of the International Code of Signals available?


<b>12.10</b>	Is an efficient waterproof signalling lamp suitable for Morse signalling provided?	Yes	No	NA *	NS
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Inspector	Not required by flag.
Operator	


<b>12.11</b>	Is an efficient radar reflector fitted?	Yes	No	NA *	NS
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Inspector	Vessel gives good radar echoes due to material (aluminium) and superstructure.
Operator	

<b>12.12</b>	Is there a working fixed or portable searchlight for a vessel that may operate in darkness?	Yes *	No	NA	NS
--------------	---	----------	----	----	----

Inspector	Vessel is fitted with efficient light system including search lights for pilot transfer operation 24/7.				
Operator					

<b>12.13</b>	Does the vessel have an anchor as required by relevant regulations and sufficient anchor cable for the proposed area of operation?	Yes *	No	NA	NS
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Inspector	The vessel is fitted with anchor including sufficient chain length for emergency use only; vessel is not designed to go at anchor as standard operation.				
Operator					

<b>12.14</b>	Additional Section 12 comments?	Yes	No *	NA	NS
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Inspector					
Operator					

### 13. Navigation

<b>13.1</b>	Is the vessel provided with operator policy statements, instructions and procedures with regard to safe navigation?	Yes *	No	NA	NS
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Inspector	Covered by IMS.
Operator	

<b>13.2</b>	Is a comprehensive passage plan available for the current voyage and does it cover the full voyage from berth to berth?	Yes	No	NA *	NS
-------------	---	-----	----	---------	----

Inspector	Not required due to limited national operating area and not useful as Pilot Boat in port of Bremerhaven.
Operator	

Passage plan should be prepared by an appropriate officer and verified by master;

Passage plan information should be readily available for watchkeepers' use.

Note the system of passage planning in use and how the passage plan is produced, whether this is manually or by computer.

Note: voyage planning is only essential for all ships engaged on international voyage.  
(Ref IMO A.893)

<b>13.3</b>	Does the vessel have written procedures for entry into a 500-metre zone?	Yes	No	NA *	NS
-------------	--	-----	----	---------	----

Inspector	Not required for the operational task.
Operator	

<b>13.4</b>	Are up-to-date navigation warnings and weather forecasts available?	Yes	No	NA *	NS
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Inspector	Local warnings will be announced frequently by radio from the local river control centre. Weather forecasts available via Internet and radio broadcast.
Operator	

Comment on the routine for how these are provided to the vessel.

<b>13.5</b>	Additional Section 13 comments?	Yes	No *	NA	NS
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Inspector	
Operator	

**14. Accommodation**

<b>14.1</b>	Is all heavy equipment in the accommodation secured?	Yes	No	NA *	NS
Inspector	Vessel is not equipped with accommodation. 2 operating crew on board in 12 hours shift; off duty crew is accommodated ashore in comfortable apartment.				
Operator					
<b>14.2</b>	Is there an efficient working ventilation system for confined spaces that may be entered by personnel?	Yes	No	NA *	NS
Inspector	Vessel is not equipped with confined/enclosed spaces to be entered by crew during operation. Machinery spaces are well ventilated during operation.				
Operator					
(Ref IMCA SEL 034 - Working in confined spaces)					
<b>14.3</b>	Are there adequate stowage facilities for personal effects/luggage for the passengers when embarked?	Yes	No	NA *	NS
Inspector	na - see 14.1				
Operator					
<b>14.4</b>	If a pantry or tea and coffee making facilities are provided, is/are the area(s) clean and appropriate for safe use?	Yes *	No	NA	NS
Inspector	Vessel is equipped with coffee machine, micro wave and small fridge only. All found clean and secured. Cooking facilities are available in provided shore side accommodation.				
					
Operator					

<b>14.5</b>	Are there adequate toilet facilities for the proposed passengers?	Yes *	No	NA	NS
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Inspector	Vessel is equipped with a chemical toilet located aft below deck.
	
Operator	

<b>14.6</b>	Is the vessel to be at sea for more than 24 hours? If yes, questions 14.7 to 14.13 should be answered.	Yes	No *	NA	NS
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Inspector	
Operator	

'No' not generate a finding.

<b>14.7</b>	Is there a galley/pantry/cooking area with adequate means for preparing food, a stove for cooking and a sink?	Yes	No	NA *	NS
-------------	---	-----	----	---------	----

Inspector	na
Operator	

<b>14.8</b>	Are there adequate means for the safe storage and handling of food supplies, including frozen and chilled where required?	Yes	No	NA *	NS
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Inspector	na
Operator	

<b>14.9</b>	Is there adequate ventilation to all accommodation spaces including air conditioning and/or sufficient means of heating if appropriate?	Yes	No	NA *	NS
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Inspector	Wheel house is fitted with air con powered by main engine and auxiliary heating system (Eberspächer).
Operator	

<b>14.10</b>	Is there adequate electric lighting?	Yes	No	NA *	NS
--------------	--------------------------------------	-----	----	---------	----

Inspector	All vessel spaces are sufficient illuminated
Operator	




<b>14.11</b>	Is there an adequate supply of fresh drinking water?	Yes *	No	NA	NS
Inspector	Limited quantity of fresh water available for coffee and tea supply by jerry cans, renewed by crew every shift (2x/day).				
Operator					
<b>14.12</b>	Are there potable water testing routines that include legionella testing?	Yes	No	NA *	NS
Inspector					
Operator					
<b>14.13</b>	Is there a bunk or cot for all those that will be onboard?	Yes	No	NA *	NS
Inspector	Vessel is in service as pilot boat for the docking pilots in Bremerhaven. A comfortable shore based apartment is available for each crew member off duty.				
Operator					
<b>14.14</b>	Additional Section 14 comments?	Yes	No *	NA	NS
Inspector					
Operator					

**15. Safety of personnel**

15.1	Does the crew have access to and use appropriate personal protective safety equipment?	Yes *	No	NA	NS
Inspector	<p>Every crew member is equipped with PPE - weather Clothes, helmet, safety shoes, safety goggles 2 inflatable life vests are on board and a safety harness is available for any working aloft (mast, roof top...).</p> <div data-bbox="557 427 1166 882" data-label="Image"> </div>				
Operator					

Comment on the availability of safety equipment and how this is determined.

<b>15.2</b>	Is there a safe means of access to and from the vessel?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	<p>Vessel is equipped with boarding platforms on each side and fwd. A gangway is not required. Every crew member will get an induction and safety briefing before first on board assignment Pilots/Passenger will get a safety briefing before first transfer. A safety card is available inside the wheelhouse.</p> <div style="text-align: center;">  </div>
Operator	

Comment on the procedures in place for the briefing of passengers on the safe methods of transferring to and from the vessel when in port.

Is the vessel's gangway certified?

Does the vessel have a certificate for the for the pilot ladder(s)?

Are gangways marked with maximum POB/SWL?

Comment on maintenance and inspection routines for the gangway.

<b>15.3</b>	Is there a procedure for the transfer of personnel to and from an offshore structure and other vessels?	Yes *	No	NA	NS
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Inspector	<p>Pilot transfer procedure is agreed between the parties and stated in the operational handbook. Only pilots approved by the pilot association of Bremerhaven are permitted for transfer.</p>
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Operator	
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A procedure for transfer of passengers to and from the vessel to an offshore structure or other vessel must be available on board and should be in accordance with the Charterers' procedures.

Comment on the procedures in place for the briefing of passengers on the safe methods of transferring to and from the vessel when at sea.

(Ref IMCA SEL 025/IMCA M 202 - Guidance on the transfer of personnel to and from offshore vessels and structures)

<b>15.4</b>	Is there evidence of compliance with the company's HSE management system?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	<p>All crew showed a good safety awareness. All found clean and tidy, safety signs posted where applicable. IMO Pilot Boarding Arrangement placard posted.</p> 
Operator	

Comment on whether key personnel have knowledge of the safety management system appropriate to their duties.

Note: All loose gear on and below deck should be safely secured away.

Smoking regulations should be in place and complied with.

Safety signs and relevant safety information should be prominently displayed.

<b>15.5</b>	Are risk assessments conducted onboard where necessary?	Yes *	No	NA	NS
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Inspector	R/A are available and can be conducted electronically by OFFrisk if needed.
Operator	

Note if risk assessment training in the conduct of risk assessments is provided to personnel.

<b>15.6</b>	Does the safety management system address regulatory requirements and industry guidance?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	Safety flashes related to operational task will be distributed if applicable. PPE placard posted.
Operator	

Note if risk assessments are conducted for substances hazardous to health, display screen equipment, radiation, noise, manual handling, lifting equipment management systems, SIMOPS as applicable.

Note if there is a system in place to provide crew with industry guidance notes

e.g. Certificate of employer's liability available for third parties working on the vessel.

<b>15.7</b>	Is there a formal management of change policy in place?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	Covered by IMS
Operator	

Comment on the process if one exists, including the apparent level of use.

'No' does not generate a finding.

<b>15.8</b>	Is a permit to work (PTW) system in use onboard?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	PTW system in place according IMS. Bunker ops, working aloft, (hot work)
Operator	

Comment on the types of tasks covered by permits and whether there is evidence that the system is effectively applied.

For example, working at height, diving (including underwater ship husbandry), hot work, radiation/electrical hazards, fuelling/bunkering, enclosed space access, stored energy, e.g. pressurised systems, tensioned lifting systems.

Note:

- How isolations are identified and managed
- Use of a 'tag out' system
- Training in the PTW system

<b>15.9</b>	Are enclosed spaces and controls for entry defined on board?	Yes	No	NA *	NS
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Inspector	The Pilot Boat does not have any enclosed spaces to be entered by crew.
Operator	

Note:

- Entry permit system should be in use (to include testing of atmosphere for oxygen and toxic gases) with records available for inspection.
- This atmosphere test should be conducted both before and during the enclosed space entry to ensure acceptable limits are maintained throughout the operation.
- Atmosphere measuring instrumentation should be calibrated; a process should be in place to ensure staff are trained and aware of limitations of gas meters.
- Records should be fully completed and signed off when work is completed.
- Enclosed spaces should be adequately ventilated before and during entry.
- Vent fans should be available and be operated in extraction mode when in use.
- Appropriate breathing apparatus available; if there are limitations on its use, is there a process for ensuring users are aware of these limitations?
- Rescue equipment available for use.


<b>15.10</b>	Are procedures used for carrying out hot work on the vessel?	Yes	No	NA *	NS
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Inspector	PTW for Hot Work is stated in IMS but no hot work is executed by on board crew. Vessel is built of aluminium, necessary hot work will be done by yard specialists.			
Operator				

Note:

- Requirements for PPE and confirm available for use.
- Records fully completed including signatures.
- Welding equipment should be routinely inspected, inspection recorded.
- Flashback arrestors fitted to gas and oxygen bottles.
- Fire sentry system used to monitor adjacent spaces and compartments.
- Spare gas and oxygen bottles stored apart in dedicated stowages, clearly marked and outside accommodation and machinery spaces.
- Cylinders colour coded.

<b>15.11</b>	Are there adequate guardrails around the deck?	Yes *	No	NA	NS
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Inspector	Vessel is equipped with heated guard rails according requirement for safe pilot transfer.			
				
Operator				

Are the guardrails in accordance with the International Convention on Load Lines, 1966, as amended, Regulations 25 or national regulations as applicable?


Note: The use of temporary guardrail arrangements may be in place and where these are used suitable provisions and additional safety measures should be complementary to these temporary arrangements.

<b>15.12</b>	Are there at least two safety harnesses on board and additional harnesses for all those required to work on deck?	Yes	No	NA *	NS
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Inspector	One harness available on board each pilot boat.			
Operator				

Comment on the routine in use for maintenance and replacement of harnesses.

<b>15.13</b>	Is the surface of the working deck non-slip?	Yes *	No	NA	NS
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Inspector					
Operator					

<b>15.14</b>	Are personnel provided with protective clothing appropriate to the prevailing air and sea temperatures?	Yes *	No	NA	NS
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Inspector	Crew is equipped with seasonal weather clothes.				
Operator					

<b>15.15</b>	If the mean seawater temperature is 15°C or less, is there an approved survival suit for each person on board?	Yes *	No	NA	NS
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Inspector	Suits are available for each person on board.				
Operator					

Note: Survival suit may include an approved immersion suit, dry suit, transfer suit or floatation suit to ISO 15027-1  
Immersion suits can be supplied by the passengers themselves.

<b>15.16</b>	Have measures been taken to prevent personnel being exposed to noise levels that exceed 80dB (A)?	Yes *	No	NA	NS
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Inspector	Warning signs are posted at the entrance of the engine room, ear defender available.
	
Operator	

Are noise-warning signs posted as appropriate?

Comment on the provision of ear defenders and the appropriate signage to areas greater than 80dB (A).

(Ref IMO Resolution A.468(XII) (1981) - Code on noise levels on-board ships - which became mandatory for new ships on 1 July 2014)

<b>15.17</b>	Is a safety briefing/induction given to all personnel who embark on a voyage covering such items as use of life jackets and procedures to be followed in the case of an emergency?	Yes *	No	NA	NS
--------------	--	----------	----	----	----

Inspector	Is provided to crew and pilots before first on board assignment, will be renewed yearly or earlier on request. Safety card is posted inside wheel house.
Operator	

Note:

- Evidence of crew and contractor inductions.
- Induction appropriate to vessel, operation and structure.
- Includes a safety tour process for new personnel.

<b>15.18</b>	Are personnel visiting the vessel given an appropriate safety briefing?	Yes *	No	NA	NS
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Inspector	All visitors need to be approved by management and will be briefed by the POM (Pilot Operational Manager) before going on board.
Operator	

Note arrangements in place for briefing/managing the safety of visitors



<b>15.19</b>	Is there a bridging document or equivalent between vessel owners and external companies for contractors' employees working onboard to ensure responsibilities for health and safety are clearly defined and safety management systems aligned?	Yes	No	NA *	NS
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Inspector	
Operator	

Note arrangements in place for briefing/managing the safety of contractors.

<b>15.20</b>	Are formal written emergency procedures provided for man-overboard, collision, emergency towing, grounding, fire, explosion, gas or toxic vapour release?	Yes *	No	NA	NS
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Inspector	Covered by IMS, man over board is the main risk during pilot transfer, all crew is well trained in awareness and praxis.
Operator	

Comment on the suitability and crew awareness of the procedures available .

<b>15.21</b>	Is a record of emergency training drills and exercises maintained?	Yes *	No	NA	NS
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Inspector	Covered by the OFFmaint system
Operator	

Note: Some national authorities require that emergency exercises and drills are recorded showing who participated and when the exercise or drill took place. Inspectors should have knowledge of the requirements applicable to the vessel.

<b>15.22</b>	Is there an up to-date onshore/offshore emergency response plan/manual?	Yes	No	NA *	NS
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Inspector	Covered by IMS.
Operator	

Note: A plan for the response by onshore personnel to an emergency occurring on the vessel at sea should be in place as part of the company's safety management system.

15.23 Are adequate and valid medical stores provided?		Yes	No	NA *	NS
Inspector	Vessel is equipped with first aid kit according in shore operational area. Expiry 2024-07				
					
Operator					

15.24 Are procedures for control, stowage and handling of chemicals and flammable/combustible materials in place and being consistently applied?		Yes	No	NA *	NS
Inspector	na				
Operator					

Note:

- Evidence of appropriate Control of Substances Hazardous to Health (COSHH) or equivalent procedures.
- Copies of material safety data sheets should be available.
- Specialist advice available.
- Chemicals should be stowed away from ropes or other materials that might be contaminated in the event of spillage.
- For example, for procedures for the management of chemicals/oils brought on board by third parties - material safety data sheets etc.

15.25 Is there an asbestos management system?		Yes	No	NA *	NS
Inspector	Vessel is built asbestos free confirmed by building yard, copy of confirmation certificate logged in maintenance system OFFmaint:				
Operator					

Note if there is a requirement for an asbestos management plan.

If yes, comment on the basic details and availability of general arrangements.

Are warning signs displayed and an asbestos log maintained?

If there is no plan where one is applicable an 'asbestos free' certification should be available.

<b>15.26</b>	Does the safety management system address hazards associated with slips, trips and falls as well as other risks?	Yes *	No	NA	NS
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Inspector	Vessel will be inspected frequently. All working area on deck clearly marked and anti slip coated. Any observation will be reported according IMS.
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Operator	
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Is there evidence that the crew have a proactive approach to safety issues? For example, routine scheduled safety inspections.

<b>15.27</b>	Additional Section 15 comments?	Yes	No *	NA	NS
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Inspector	
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Operator	
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**16. Crane**

<b>16.1</b>	Is there a valid test certificate for the crane if fitted?	Yes	No	NA *	NS
-------------	--	-----	----	---------	----

Inspector	Vessel is not fitted with crane				
Operator					

(Ref IMCA LR 006/M 187 - Guidelines for lifting operations)

<b>16.2</b>	Is the crane wire appropriately rated for the crane's safe working load (SWL) rating plate?	Yes	No	NA *	NS
-------------	---	-----	----	---------	----

Inspector	na				
Operator					

<b>16.3</b>	Is there a competent crane operator onboard?	Yes	No	NA *	NS
-------------	--	-----	----	---------	----

Inspector	na				
Operator					

Comment on whether the crew responsible for handling loads are competent in slinger/banksman skills.

Are the crew associated with handling loads competent in slinger/banksman techniques?

(Ref IMCA LR 006/ M 187 - Guidelines for lifting operations)

<b>16.4</b>	Additional Section 16 comments?	Yes	No *	NA	NS
-------------	---------------------------------	-----	---------	----	----

Inspector					
Operator					

## 17. Manning

<b>17.1</b>	Does the crew have valid certificates of competency as required, including flag state endorsements if applicable?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	All crew holding valid certificates for their position/task iaw. the safe manning certificate and companies training and experience requirements.
Operator	

Note: For example, certificate issued by the flag or coastal state, a certificate as a yachtmaster offshore (motor) or a boatman's licence for the appropriate area.

(Ref IMCA C 017 - Guidance on competence assurance and assessment: Marine roles for small vessels)

<b>17.2</b>	Is the manning in compliance with vessel's Minimum Safe Manning Certificate or otherwise as required as per flag state requirements?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	Vessel is manned according Safe Manning Certificate. All manning is accepted by BGV (German Flag State)
Operator	

If operating exclusively within the territorial waters of another coastal state, is there evidence that the crew manning complement and the crew's certificates of competency have been accepted by the coastal state authorities?

<b>17.3</b>	Is there a person onboard familiar with the operation and maintenance of the main propulsion machinery?	Yes *	No	NA	NS
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Inspector	All crew is familiar with propulsion system. A shore based Fleet Mechanic is available available on request.
Operator	

<b>17.4</b>	Is there at least one person onboard who holds an approved medical first aid certificate?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	All skipper holding medical valid first aid of medical care certificate
Operator	

<b>17.5</b>	Has the person in command and any member of the crew who is liable to use the radar/electronic navigations systems/electronic chart plotters undertaken appropriate training in its use?	Yes *	No	NA	NS
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Inspector	All crew trained according familiarisation and training program for pilot boat operation.
Operator	

<b>17.6</b>	Are the crew members able to satisfactorily demonstrate operation of life saving appliances and fire-fighting equipment?	Yes *	No	NA	NS
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Inspector	All crew well trained according drill procedure and matrix.
Operator	

<b>17.7</b>	Do critical personnel (e.g. captain, chief officer & chief engineer) complete a handover period including familiarisation appropriate to their position?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	All commanding personnel complete hand over before change of command. Technical issues/defects are filed in the technical logbook to be read and confirmed during hand over.
Operator	

<b>17.8</b>	Are periods of crew hours of work and rest recorded?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	Electronic log in place signed by skipper.
Operator	

Note: Under MLC and STCW requirements ship-owners are required to individually record crew hours of work and rest. (MLC Regulation 2.3 and STCW A viii/1 refer)

<b>17.9</b>	Is there a maximum contract duration for officers/crew?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	All crew holding unlimited contracts, standard rotation is 14 days on/off.
Operator	

State the maximum duration.

<b>17.10</b>	Additional Section 17 comments?	Yes	No *	NA	NS
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Inspector	
Operator	

**18. Reporting**

<b>18.1</b>	Are accidents and incidents investigated and reported in accordance with relevant flag state and/or coastal state and operator's requirements?	Yes *	No	NA	NS
Inspector	All non conformities, incidents, near misses, accidents will be reported and investigated according IMS and if relevant forwarded to flag state authorities.				
Operator					
<b>18.2</b>	Is there evidence of near misses being reported, investigated and followed up?	Yes *	No	NA	NS
Inspector	According IMS				
Operator					
<b>18.3</b>	Additional Section 18 comments?	Yes	No *	NA	NS
Inspector					
Operator					

**19. Clean seas**

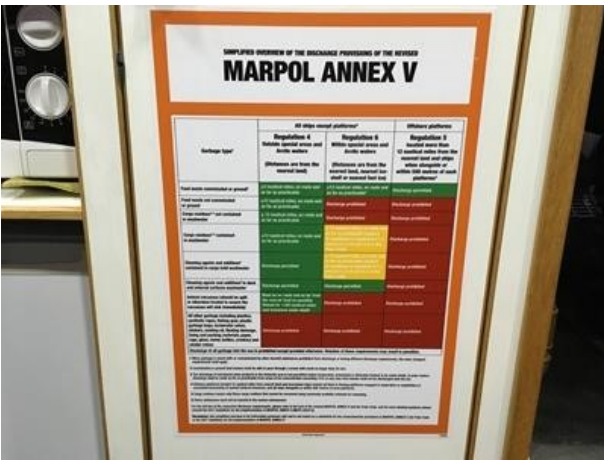
<b>19.1</b>	Are adequate arrangements in place to prevent the discharge of sewage in prohibited areas?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	Vessel is equipped with chemical toilet, all residues will be delivered to shore side facilities.				
					
Operator					

Are prohibited areas for sewage discharge identified?

Note - MARPOL IV only applies to ships engaged in international voyages of 400GT and above.

<b>19.2</b>	Are arrangements in place for the retention of garbage onboard?	Yes *	No	NA	NS
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Inspector	All garbage will be taken off board after each shift (2x/day) and delivered to shore side reception facilities.				
					
Operator					

<b>19.3</b>	Is a garbage management plan in place and is an associated garbage record book maintained?	Yes	No	NA *	NS
-------------	--	-----	----	---------	----

Inspector	Garbage management plan in place but GMP is not mandatory due to size of vessel. All Garbage will be delivered to shore side reception facility.				
Operator					

Note: MARPOL requirement for vessels >100 GT or certified to carry 15 persons or more



<b>19.4</b>	Are arrangements in place for the handling of oily wastes?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	All kind of oily waste will be delivered to shore side reception facility				
Operator					

<b>19.5</b>	Are arrangements in place for the prevention of discharge of oil/oil-contaminated water overboard?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	Oily water will be collected in secured jerry cans and delivered to shore side facilities. Valve system arrangement in place to prevent accidental discharge over board.				
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Operator					
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*Comment on the suitability and effectiveness of arrangements.*

*Note: Vessels may be fitted with automatic bilge pump arrangements and procedures should be in place to prevent the accidental discharge of oil via such systems.*

<b>19.6</b>	Additional Section 19 comments?	Yes	No *	NA	NS
-------------	---------------------------------	-----	---------	----	----

Inspector					
Operator					

**20. Life saving appliances**

<b>20.1</b>	Is/are there a life raft(s) on board sufficient for the proposed maximum POB?	Yes *	No	NA	NS
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Inspector One life raft for max 8 person on board located on fwd main deck.



Operator

If no life raft is fitted, comment on the intended method to abandon the vessel at sea if required to do so.

<b>20.2</b>	Are the number and type of life buoys as required and are they in satisfactory condition?	Yes *	No	NA	NS
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Inspector 2 life buoys on board iaw. Fire and Safety Plan, all found in good condition




Operator

Note: Refer to the vessel's fire and safety plan.

<b>20.3</b>	Is there an approved life jacket for every person carried on the vessel?	Yes *	No	NA	NS
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Inspector	6 life jackets on board stowed inside wheel house below seats, all in good condition (like new).				
Operator					

<b>20.4</b>	Are there the required number and type of pyrotechnic distress signals onboard the workboat?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	All pyrotechnic according F+S plan are on board and found in good order. Shortest expiry date of one parachute rocket 30.06.2020				
Operator					

<b>20.5</b>	Is effective emergency lighting provided to illuminate survival craft launching and embarkation areas?	Yes	No	NA *	NS
-------------	--	-----	----	---------	----

Inspector	Vessel is not fitted with survival craft.				
Operator					

<b>20.6</b>	Is effective emergency lighting provided to illuminate man-overboard (MOB) rescue equipment and recovery area?	Yes *	No	NA	NS
-------------	--	----------	----	----	----

Inspector	Vessel is equipped with good deck light system for the operation as Pilot Boat.
Operator	

Comment on the condition, effectiveness and ease of operation.  
Note any provision of emergency lighting for man-overboard rescue.

<b>20.7</b>	Is there a thermal protective aid for every person carried on the workboat?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector	6 immersion suits on board, crew equipped with seasonal weather protection clothes
Operator	

<b>20.8</b>	Are there effective means to recover a person from the water?	Yes *	No	NA	NS
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Inspector	MOB device includes a rescue davit which can be operated by a single person. MOB smoke buoy in place.
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Operator	
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<b>20.9</b>	Are life-saving signal tables available?	Yes	No	NA *	NS
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Inspector	Vessel operates in shore.
Operator	

Note: Requirement for SOLAS No.1 poster and/or No.2 card or similar.

<b>20.10</b>	Is there a means of sounding a general alarm in the event of an emergency?	Yes	No	NA *	NS
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Inspector	Vessel is of small size operated by 2 crew only plus max 4 Pilots. All personnel is located inside wheel house during transit.
Operator	

Comment on the suitability and effectiveness of the alarm if fitted.

Notes:

1. Alarm should be audible in all spaces personnel may be located.
2. Some national authorities require an alarm to be fitted - inspectors should have knowledge of current applicable regulations.

<b>20.11</b>	Is there a training manual for use of life saving appliances (LSA)?	Yes *	No	NA	NS
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Inspector	Specific safety manual in place and operational poster for MOB equipment and use of life raft posted.
	
Operator	

Comment on whether the *training manual includes ship-specific equipment and is in the appropriate language.*

<b>20.12</b>	Are there instructions for on board maintenance of the LSA?	Yes *	No	NA	NS
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Inspector	Covered by the maintenance system OFFmaint.
Operator	

Note: These may be contained in a dedicated manual or the builders' supplied vessel operation manual.

<b>20.13</b>	Additional Section 20 comments?	Yes	No *	NA	NS
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Inspector	
Operator	

**21. Mooring and berthing**

<b>21.1</b>	Are there adequate mooring points on the vessel?	Yes *	No	NA	NS
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Inspector	Vessel is equipped with bollards on each side fwd and aft sufficient for the type of boat.
	
Operator	

<b>21.2</b>	Is there a sufficient number of mooring lines in good condition?	Yes *	No	NA	NS
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Inspector	Vessel is good equipped including spare mooring line and heavy weather ropes.
	
Operator	

<b>21.3</b>	Are mooring winches and fairleads in good condition?	Yes	No	NA *	NS
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Inspector	Vessel is not equipped with winches.
Operator	

Note: The condition of winches and fairleads and evidence of maintenance should be checked.

<b>21.4</b>	Is adequate fendering available?	Yes *	No	NA	NS
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Inspector Vessel is equipped with a fixed special purpose fender system for the task as Pilot Boat. Additional ball fender available if needed.



Operator

Note: The provision of suitable and sufficient fenders is often overlooked on small workboats.

<b>21.5</b>	Additional Section 21 comments?	Yes	No	NA	NS
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Inspector

Operator

**22. Vessel and cyber security**

<b>22.1</b>	Is the vessel required to have an approved ship security plan that meets (ISPS) code requirements?	Yes	No	NA *	NS
Inspector	Not mandatory due to size of 28 GT.				
Operator					

Note: Not mandatory for vessels under 500GT

<b>22.2</b>	If the vessel is not required to have an approved ship security plan because of tonnage or trading area, are there any security procedures in place?	Yes *	No	NA	NS
Inspector	Vessel is under full control of crew during operation. All visitors need to pass safety and security induction. If vsl is off duty all openings are locked and CCTV surveillance in place.				
Operator					

If a vessel is not required to have a ship security plan, verify that security procedures are in place on board covering:

- company security obligations
- company security officer or representative
- vessel security obligations
- vessel security officer
- responding to a security incident
- reporting and follow up of security incidents
- port and vessel operations
- visitor management
- restricted or controlled areas
- training, drills and exercises.

(Ref MSC/Circ.1097, MSC/Circ. 1111, ISPS Code Part B - Chapter 3, Chapter 4 Para 4.20, SOLAS XI-2 Reg 11)

<b>22.3</b>	Does the vessel have specific port security procedures covering visitors, storing and vessel gangway watchkeeping requirements?	Yes	No	NA *	NS
Inspector	Vessel is under full control of operating crew during operation. All pilots are assigned for the job and personally known by crew.				
Operator					

Is a visitors' log maintained and comment on where this is located when the vessel is in port?

Confirm that security badges are issued to all visitors while the vessel is in port.

Confirm that a gangway watch is maintained.

Confirm that random searches of visitors' baggage are conducted.

Is there signage at the gangway?

(Ref ISPS Code Part A Chapter 7)



<b>22.4</b>	Does the vessel have a cyber security management system and/or a cyber security plan?	Yes	No *	NA	NS
Inspector	under development				
Operator					

If none record as 'No' to include as a finding and comment on any other arrangements with respect to cyber security.

Describe the cyber security management system / plan. How often is the plan reviewed? Whilst the ISPS Code only requires the SSP to be reviewed every five years, given the rapid evolution of cyber security threats it is good practice to review the plan more frequently.

Note any associated procedures in the SMS.

Are cyber security issues included as part of internal audits?

Note: If there is a designated cyber security officer or if this is combined with the CSO duties. Has the CySO undertaken specific training on CyS.

(Ref IMO MSC-FAL.1/Circ 3 5th July 2017, IET Code of Practice - Cyber Security for Ships Chapter 6, 7)

<b>22.5</b>	Is connection of personal IT devices such as phones, tablets and laptops to the ships network controlled?	Yes *	No	NA	NS
Inspector	Under full control of the skipper. All IT equipment is controlled by password,				
Operator					

The measures should be more than just a password entry.

Is there a requirement to sign on a portal, sign up process?

Are these devices covered by the company firewall/ protective software?

Are there download restrictions? Type of files, running applications, etc.

Is the information on number, type and application owners information readily available?

Is the information on internet access logged, including browsing history?

Does the system prevent web browsers and email clients from executing malicious scripts.

(Ref IET Code of Practice - Cyber Security for Ships App F)

<b>22.6</b>	Are there formal interfacing procedures and protocols in place for visitors, technicians, port officials, etc. to use their equipment on board?	Yes	No *	NA	NS
Inspector	under development				
Operator					

Access to certain networks for maintenance reasons should be approved and coordinated following appropriate procedures as outlined by the company/ship operator.

Procedures should require a clean anti-malware scan of all equipment before connection to any vessel system or network.

If a visitor requires computer and printer access, an independent computer, which is air-gapped from all controlled networks, should be used.

(Ref IET Code of Practice - Cyber Security for Ships)

<b>22.7</b>	Are there formal controls and procedures in place for handling data using portable media devices such as USB memory sticks, CD/DVDs, and portable computers?	Yes *	No	NA	NS
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Inspector	Under full control of the skipper. Private storage devices are not permitted to be connected to ships IT equipment.
Operator	

Transferring data from uncontrolled systems to controlled systems represents a major risk of introducing malware. Removable media or computers can be used to bypass layers of defences and can be used to attack systems that are otherwise not connected to the internet. A clear policy for the use of such media devices is essential; it must ensure that media devices are not normally used to transfer information between un-controlled and controlled systems.

Policies and procedures relating to the use of removable media should include a requirement to scan any removable media device prior to connecting to any vessel network or systems, using a computer /scanning station that is not connected to the ship's controlled networks.

(Ref IET Code of Practice - Cyber Security for Ships App F)

<b>22.8</b>	Are there measures to ensure the integrity of electronic chart display systems if fitted?	Yes	No	NA *	NS
-------------	---	-----	----	---------	----

Inspector	ECDIS is not mandatory for the vessel due to size. Fitted ECDIS is not approved for navigation use. Updates are under full control of the skipper.
Operator	

The measures should be more than just password entry. Are there dedicated portable device for updates. Administrative privileges controlled/ differing levels of access.

Periodic Service by service engineer.

OS updates.

Record of software issues and events investigated.

Measures in place to protect the data integrity of the system.

<b>22.9</b>	Additional Section 24 comments?	Yes	No *	NA	NS
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Inspector	
Operator	

## Disclaimer

This report is made up with best professionalism and confidence but without prejudice and reliability by the author or his employer.