OCIMF Vessel (SIRE)

Marine Inspection Checklist | https://marineinspection.app/

Inspector Name		Date		Signature	

Cargo and Ballast System petroleum, Chemical, LNG, LPG

Inspection Item	Note	Good	Repair	Replace	NA
Cargo and ballast system valves in good order		■	■	■	■
Cargo and/or ballast tanks free of sloshing or other restrictions		■	■	■	■
Cargo lines, vapour lines and inert gas lines in good order and is there recorded evidence of regular testing		■	■	■	■
Cargo operations being carried out and logged in accordance with the plan		■	■	■	■
Cargo plan been prepared and does it contain a detailed sequence of cargo and ballast transfer		■	■	■	■
Cargo pump emergency shutdown system		■	■	■	■
Cargo pump performance curves available, where applicable, for various speeds		■	■	■	■
Cargo system ullage gauges, vapour locks and UTI tapes in good order		■	■	■	■
Cargo tank heating system satisfactory		■	■	■	■
Cargo tank high level and overflow alarms in good order		■	■	■	■
Cargo, ballast and stripping pumps, eductors and their associated instrumentation and controls including temperature monitoring		■	■	■	■
Damage Stability Verification Guidelines available		■	■	■	■
Erator?s operating manuals include procedures for restoring stability in case of unstable conditions		■	■	■	■
Loading computer or programme is in use, is it class approved		■	■	■	■
Master aware of the worst damage stability condition in the stability book		■	■	■	■
Officers aware of the dangers of free surface effects and of the possibility of structural damage caused by sloshing in cargo tanks		■	■	■	■
Officers aware of the emergency procedures for dealing with leakage, spillage or fire involving the cargo		■	■	■	■
Officers familiar with the cargo system, including emergency discharge arrangements		■	■	■	■
Officers familiar with the carriage requirements for the cargoes on board		■	■	■	■
Records indicating that the operational accuracy of the load computer is tested regularly		■	■	■	■

Inspection Item	Note	Good	Repair	Replace	NA
Remote and local temperature and pressure sensors and gauges in good order		■	■	■	■
Stress and stability information included with the cargo plan		■	■	■	■
Verbal communication between the ship and the shore adequate		■	■	■	■
Vessel free of inherent intact stability problems		■	■	■	■
Vessel provided with operator?s policy statements, guidance and procedures, including information on maximum loading rates and venting capacities with regard to safe cargo operations		■	■	■	■
Written procedure provided for the safe handling of heavy weather ballast in cargo tanks on segregated ballast tankers		■	■	■	■

Certification and Documentation

Inspection Item	Note	Good	Repair	Replace	NA
Are class survey reports adequately filed		■	■	■	■
Certificate of Fitness for the Carriage of Chemicals or Gas		■	■	■	■
Certificate of Registry		■	■	■	■
Civil Liability Convention (1992) Certificate		■	■	■	■
Continuous Synopsis Record		■	■	■	■
Do the operator?s procedures manuals comply with ISM Code requirements		■	■	■	■
Document of Compliance (DoC)		■	■	■	■
Does the Operator?s representative visit the vessel at least bi-annually		■	■	■	■
Has the vessel been enrolled in a Classification Society Condition Assessment programme (CAP)		■	■	■	■
If the vessel is subject to the Enhanced Survey Programme, is the report file adequately maintained		■	■	■	■
IOPP Certificate,		■	■	■	■
Is the vessel free of conditions of class or significant recommendations, memoranda or notations		■	■	■	■
Maritime Labour Convention (2006)		■	■	■	■
Minimum Safe Manning Document		■	■	■	■
Noxious Liquid Substances (NLS) Certificate		■	■	■	■
Safety Construction Certificate		■	■	■	■
Safety Management Certificate (SMC)		■	■	■	■
Safety Radio Certificate		■	■	■	■
Statement of Compliance supplement		■	■	■	■

Chemical Tanker Supplement

Inspection Item	Note	Good	Repair	Replace	NA
Are cargo manifold arrangements satisfactory?		■	■	■	■
Are the cargo tank venting arrangements satisfactory?		■	■	■	■

Inspection Item	Note	Good	Repair	Replace	NA
Are the deck pipelines in a satisfactory condition?		■	■	■	■
Are the officers and crew suitably qualified, and is their training and experience adequate?		■	■	■	■
Does the vessel comply with the SOLAS fire fighting regulations, as supplemented by the IBC and BCH Codes?		■	■	■	■
If a tank overflow-control system is fitted, is it in a satisfactory condition?		■	■	■	■
Is adequate cargo information available?		■	■	■	■
Is the cargo monitoring instrumentation in asatisfactory condition?		■	■	■	■
Is the cargo pumping equipment in a satisfactory condition?		■	■	■	■
Is the cargo sample locker satisfactory?		■	■	■	■
Is the gas detection equipment functional, and in a satisfactory condition?		■	■	■	■
Is the on-board safety management, as it affects a chemical tanker, of an acceptable standard?		■	■	■	■
Is the required statutory documentation valid?		■	■	■	■
Is the vessel provided with safety equipment as required by the IBC and BCH Codes?		■	■	■	■
Is there a contingency plan specific to chemical spills?		■	■	■	■

Combination Carrier Supplement

Inspection Item	Note	Good	Repair	Replace	NA
Are ballast tanks free of any leakage from cargo tanks?		■	■	■	■
Are hatch covers sealed and gas tight?		■	■	■	■
Are longitudinal stresses maintained within design limits throughout operations?		■	■	■	■
Are the Master and officers sufficiently experienced for this class of vessel?		■	■	■	■
Does the vessel comply with SOLAS fire fighting regulations, as supplemented by the IGC, GC or EGC Codes?		■	■	■	■
If the vessel is fitted with a tunnel, is it monitored for gas throughout the voyage and is a log of monitoring and testing maintained?		■	■	■	■
Is vessel being operated with due regard to stability considerations?		■	■	■	■

Communications

Inspection Item	Note	Good	Repair	Replace	NA
A qualified person been designated to handle distress communications		■	■	■	■
Communications equipment in good order		■	■	■	■
Emergency radio battery log up to date		■	■	■	■

Inspection Item	Note	Good	Repair	Replace	NA
Instructions for operating the digital selective calling (DSC) and satellite communications equipment in an emergency clearly displayed		■	■	■	■
Lists of Radio Signals the latest edition and corrected up to date		■	■	■	■
Maintenance programme in place to ensure availability of the radio equipment		■	■	■	■
Officers aware of the function of the ship security alert system and how it operates		■	■	■	■
Periodical tests of communications equipment being carried out as required		■	■	■	■
Radio emergency batteries in good order and fully charged		■	■	■	■
Satellite EPIRB fitted, armed and labelled correctly and inspected in accordance with the manufacturer?s requirements		■	■	■	■
Survival craft portable VHF radios and Search and Rescue Locating Devices in good order and charged		■	■	■	■
The Radio Log being maintained correctly		■	■	■	■
Vessel equipped with sufficient intrinsically safe portable radios for use on deck		■	■	■	■
Vessel?s call sign and Inmarsat ship station identity clearly marked on the radio installation		■	■	■	■

Crew Management

Inspection Item	Note	Good	Repair	Replace	NA
Are all personnel able to communicate effectively in a common language		■	■	■	■
Are the STCW and flag Administration?s regulations that control hours of work to minimise fatigue being followed		■	■	■	■
Are those officers who have immediate responsibility for cargo transfer, in possession of the Certificates of Specialized Training as applicable to the type of cargo being carried		■	■	■	■
Do all personnel maintain hours of rest records and are the hours of rest in compliance with MLC or STCW requirements		■	■	■	■
Does the manning level meet or exceed that required by the Minimum Safe Manning Document		■	■	■	■
Does the officers? matrix posted for the vessel on the SIRE website accurately reflect the information relating to the officers on board at the time of the inspection		■	■	■	■
Does the operator?s Drug and Alcohol policy meet OCIMF guidelines		■	■	■	■
Has the Master attended a ship handling course where applicable		■	■	■	■
Have all deck officers attended either a Bridge Resource Management, or Bridge Team Management course		■	■	■	■

Inspection Item	Note	Good	Repair	Replace	NA
If the vessel is fitted with High Voltage equipment, is staff suitably trained		■	■	■	■
Whether the vessel carries chemicals, has a formal programme of regular and appropriate medical examinations for personnel been implemented		■	■	■	■

Engine and Steering Compartments

Inspection Item	Note	Good	Repair	Replace	NA
A planned maintenance system being followed and is it up to date		■	■	■	■
All loose gear in the machinery spaces, stores and steering compartment properly secured		■	■	■	■
All moving machinery provided with effective guards where this presents a hazard		■	■	■	■
An engineer?s call alarm fitted and is it in good order and tested regularly and the results recorded		■	■	■	■
Bilges free of oil, rubbish and sediment		■	■	■	■
Chief Engineer written his own standing orders and have the watch engineers countersigned the standing and night orders as read and understood		■	■	■	■
Dead man alarm system, where fitted, in good order and used as required		■	■	■	■
Detailed bunker transfer instructions available		■	■	■	■
Duties of the watch-standing officers and ratings clearly defined		■	■	■	■
Emergency escape routes effectively marked, unobstructed and adequately lit		■	■	■	■
Engine room emergency stops for ventilation fans clearly marked and do records indicate that they have been regularly tested		■	■	■	■
Engine room log book adequately maintained		■	■	■	■
Engine room machine tools have adequate eye protection available		■	■	■	■
Fuel system fitted with valves that are capable of being closed from outside the machinery space		■	■	■	■
Gauge glass closing devices on oil tanks of a self-closing, fail-safe type and not inhibited		■	■	■	■
Instructions provided to control the change from residual to low-sulphur fuels		■	■	■	■
Level of lighting in all areas of the engine room satisfactory		■	■	■	■
Machinery space is being operated manned, are there sufficient engineers on board		■	■	■	■
Operator subscribe to a fuel, lubricating and hydraulic oil testing programme, and is there a procedure in place to take into account the results		■	■	■	■
Procedures to restart essential equipment		■	■	■	■
Records indicate the regular testing of emergency equipment		■	■	■	■

Inspection Item	Note	Good	Repair	Replace	NA
Records maintained for the regular inspection and testing of lifting devices		■	■	■	■
Self-closing sounding devices to double bottom tanks in good order and closed		■	■	■	■
Vessel able to safely comply with SECA/ECA legislation or other local requirements regarding use of low sulphur fuels in boilers		■	■	■	■
Vessel provided with adequate operator?s instructions and procedures		■	■	■	■

Gas Carrier Supplement

Inspection Item	Note	Good	Repair	Replace	NA
Are cargo manifold arrangements satisfactory?		■	■	■	■
Are cargo pumping arrangements satisfactory?		■	■	■	■
Are deck pipelines in a satisfactory condition?		■	■	■	■
Are tank domes and associated fittings in a satisfactory condition?		■	■	■	■
Are the cargo tank venting arrangements satisfactory?		■	■	■	■
Are the officers and crew suitably qualified, and is their training and experience adequate?		■	■	■	■
Is adequate cargo information available?		■	■	■	■
Is the cargo monitoring instrumentation in a satisfactory condition?		■	■	■	■
Is the cargo reliquefaction plant and associated machinery in a satisfactory condition?		■	■	■	■
Is the Emergency Shut Down (ESD) System in a satisfactory condition?		■	■	■	■
Is the gas detection equipment in a satisfactory condition?		■	■	■	■
Is the on-board safety management, as it affects a gas carrier, of an acceptable standard?		■	■	■	■
Is the required statutory documentation valid?		■	■	■	■
Is the vessel provided with safety equipment as required by the IG, GC or EGC Codes?		■	■	■	■

General Appearance and Condition

Inspection Item	Note	Good	Repair	Replace	NA
Are all deck openings, including watertight doors and portholes, in a satisfactory condition and capable of being properly secured?		■	■	■	■
Are hull markings correctly placed and legible?		■	■	■	■
Are pumproom spaces clean and tidy?		■	■	■	■
Are vents and air pipes on the freeboard deck in a satisfactory condition and are they fitted with closing devices to prevent the ingress of water?		■	■	■	■
Are weather decks in a satisfactory condition?		■	■	■	■
Is accommodation clean and tidy?		■	■	■	■

Inspection Item	Note	Good	Repair	Replace	NA
Is the general condition of external electrical equipment satisfactory?		■	■	■	■
Is the general condition of superstructure satisfactory?		■	■	■	■
Is the general hull condition satisfactory?		■	■	■	■

Ice Operations

Inspection Item	Note	Good	Repair	Replace	NA
Means and procedures in place to ensure safe access and movement about the vessel in sub-zero conditions		■	■	■	■
Means and/or procedures in place aimed at ensuring the operability of fire-fighting systems		■	■	■	■
Means and/or procedures in place aimed at ensuring the ready availability of life saving appliances		■	■	■	■
Means and/or procedures in place to ensure that air driven whistles and fog horns are operable at sub-zero temperatures		■	■	■	■
Means and/or procedures in place to ensure the operability of ballast systems and any drenching systems at sea temperatures of -2°C and sub-zero air temperatures		■	■	■	■
Means and/or procedures in place to ensure the operability of critical equipment and systems in sub-zero air temperatures		■	■	■	■
Means and/or procedures in place to ensure the proper functioning of air intakes and fire flaps		■	■	■	■
Means and/or procedures in place to prevent the icing up of air pipes to settling and service tanks required for the operation of the main propulsion plant		■	■	■	■
Means and/or procedures in place to protect personnel from exposure to sub-zero temperatures		■	■	■	■
Means and/or procedures in place to protect piping systems on deck from the risk of freezing		■	■	■	■
Means in place on at least one main engine sea water chest to prevent its freezing or clogging		■	■	■	■
Means in place to detect ice		■	■	■	■
Means in place to prevent the icing of wheelhouse windows		■	■	■	■
Means or procedures in place to prevent the icing up of cargo tank primary and secondary venting arrangements		■	■	■	■
Means provided to maintain accommodation spaces at a temperature suitable for habitation		■	■	■	■
Procedures available for operations in ice		■	■	■	■
Procedures available for operations in sub-zero temperatures		■	■	■	■
Radars fitted that are of a type classed as being suitable for operation in sub-zero temperatures		■	■	■	■
Systems in place for the routine receipt of navigational, meteorological and environmental data including ice data, ice charts and satellite images		■	■	■	■

Inspection Item	Note	Good	Repair	Replace	NA
Training specifically addressing navigation in ice been provided to members of the vessel?s complement		■	■	■	■
Training specifically addressing operations in sub-zero temperatures been provided to the vessel?s complement		■	■	■	■

Mooring

Inspection Item	Note	Good	Repair	Replace	NA
All mooring ropes and where fitted, mooring wire tails, meet OCIMF guidelines		■	■	■	■
All powered mooring lines correctly reeled on drums, secured on brakes and winches out of gear		■	■	■	■
Bitter end securing arrangements unobstructed and outside the chain locker		■	■	■	■
Brake linings, drums and pins appear to be in good order		■	■	■	■
Certificates available for all mooring ropes and wires		■	■	■	■
Chain locker doors securely battened down		■	■	■	■
Except whilst alongside, when locking bars should be in place, were the anchors cleared and ready for immediate use during port entry		■	■	■	■
Mooring equipment marked with its SWL		■	■	■	■
Mooring lines secured to bitts and turned up correctly		■	■	■	■
Mooring lines stowed neatly to minimise tripping hazards		■	■	■	■
Mooring tails are fitted to wires, do they have proper connecting links		■	■	■	■
Mooring winches in a gas hazardous area are electrically powered, are motors Ex ?d? rated		■	■	■	■
Mooring winches, including winch foundations in good order		■	■	■	■
Mooring wires, ropes and synthetic tails in good order		■	■	■	■
Moorings satisfactorily deployed and tended		■	■	■	■
One or more bow stoppers are fitted is a certificate attesting to the safe working load provided		■	■	■	■
Pedestal fairleads, roller fairleads and other rollers well-greased and free to turn and are bitts and chocks free of grooving		■	■	■	■
Policy in place for the testing of winch brakes and are the results recorded		■	■	■	■
Records of the inspection and maintenance of mooring ropes, wires and equipment		■	■	■	■
Split drum winches are all the lines made fast with no more than one layer on each tension side of the drum		■	■	■	■
Vessel have on board Emergency Towing Procedures		■	■	■	■
Vessel is equipped for mooring at single point moorings		■	■	■	■
Vessel is fitted with a hydraulically operated bow stopper, are safeguards provided to prevent its accidental release		■	■	■	■

Inspection Item	Note	Good	Repair	Replace	NA
Windlasses, anchors, locking bars and cables in good order and operating effectively		■	■	■	■

Navigation

Inspection Item	Note	Good	Repair	Replace	NA
A daylight signalling lamp.		■	■	■	■
A gyro compass and repeaters.		■	■	■	■
A Navtex receiver		■	■	■	■
A properly adjusted standard magnetic compass.		■	■	■	■
A radar installation.		■	■	■	■
A rate of turn indicator.		■	■	■	■
A receiver for a global navigation satellite system or terrestrial navigation radio navigation system		■	■	■	■
A spare magnetic compass.		■	■	■	■
A speed and distance indicator.		■	■	■	■
A steering magnetic compass.		■	■	■	■
A telephone.		■	■	■	■
A VHF radio.		■	■	■	■
A whistle, bell and gong.		■	■	■	■
An ARPA.		■	■	■	■
An automatic identification system (AIS).		■	■	■	■
An echo sounder.		■	■	■	■
Are auto to manual steering changeover procedures clearly identified		■	■	■	■
Are auto to manual steering changeover recorded during periods of river transits and when navigating through restricted Waters		■	■	■	■
Are checklists for pre-arrival, pre-departure, watch handover, Pilot-Master exchange and pilot card effectively completed		■	■	■	■
Are deck log books and engine movement (bell) books correctly maintained and is an adequate record being kept of all the navigational activities, both at sea and under pilotage		■	■	■	■
Are Master and deck officers familiar with the operation of the ECDIS system fitted on board		■	■	■	■
Are navigation lights in good order		■	■	■	■
Are procedures in place for the testing of bridge equipment before arrival and departure		■	■	■	■
Are records maintained of fire and safety rounds being completed after each watch		■	■	■	■
Are regular gyro and magnetic compass errors being taken and are they being recorded		■	■	■	■
Are the Standard Magnetic compass and Gyro compasses operational, properly maintained and adjusted		■	■	■	■

Inspection Item	Note	Good	Repair	Replace	NA
Are the vessel?s manoeuvring characteristics displayed on the bridge		■	■	■	■
Does the operator provide guidance on minimum under keel clearance and squat		■	■	■	■
Has the Bridge been adequately manned at all stages of the voyage and at Anchor and were lookout arrangement adequate		■	■	■	■
Has the Master written his own Standing Orders and are Bridge Orders being completed and have the deck officers countersigned them as being read and understood		■	■	■	■
If a bridge navigational watch alarm system (BNWAS) is fitted is it operational at all times when the vessel is at sea		■	■	■	■
Is navigation equipment appropriate for the size of the vessel and in good order		■	■	■	■
Is the vessel provided with adequate operator?s navigation instructions and procedures		■	■	■	■
Is there a documented procedure for the operation of the VDR and are the Deck Officers familiar with procedure to retain the VDR data in the event of an incident		■	■	■	■
Means for taking bearings.		■	■	■	■
Radar installations.		■	■	■	■
Radar plotting equipment.		■	■	■	■
Rudder angle, RPM, variable pitch and bow/stern thruster indicators.		■	■	■	■
Shapes.		■	■	■	■
Visual compass readings to the emergency steering position.		■	■	■	■
Wether the charts used for the previous voyage appropriate		■	■	■	■

Pollution Prevention

Inspection Item	Note	Good	Repair	Replace	NA
A description of equipment, its location, a plan for deployment and specific crewmember duties for handling small spills		■	■	■	■
A suitable containment fitted around hydraulic and other deck machinery		■	■	■	■
A USCG approved Vessel Response Plan (VRP)		■	■	■	■
Adequate manifold spill containers and gratings in place under the cargo manifolds, fitted with suitable drainage arrangements and are they empty		■	■	■	■
Approved MARPOL Shipboard Oil Pollution Emergency Plan (SOPEP)		■	■	■	■
Arrangements for the disposal of oily water in the focsle and other internal spaces adequate		■	■	■	■
Ballast lines pass through cargo and/or Bunker tanks are they tested regularly and the results recorded		■	■	■	■

Inspection Item	Note	Good	Repair	Replace	NA
Bunker pipelines tested annually		■	■	■	■
Cargo sea suction valves are fitted, are adequate pollution prevention measures in place,		■	■	■	■
Cargo system sea and overboard valves suitably lashed, locked or blanked		■	■	■	■
Condition of scupper plugs satisfactory and are scuppers effectively plugged		■	■	■	■
Disposals of slops and dirty ballast been adequately recorded and were they in accordance with MARPOL		■	■	■	■
Engine Room (Part I) and Cargo (Part II) Oil Record Books (ORBs) correctly completed		■	■	■	■
IMO Coastal Contact List up to date, is the Master aware of port contact procedures		■	■	■	■
Officers aware of the requirements of MARPOL with respect to the disposal of bilge water and cargo slops		■	■	■	■
Oil Record Books free of any pollution incidents or violations		■	■	■	■
Ship fitted with a maindeck boundary coaming		■	■	■	■
Sludge and bilge tanks designated in Form A or Form B of the IOPP Certificate		■	■	■	■
Suitable spill containers fitted around all fuel, diesel and lubricating oil tank vents		■	■	■	■
Unused cargo and bunker pipeline manifolds fully bolted and are all drains and vents and unused gauge stems, suitably blanked or capped		■	■	■	■
Vessel free from any visible bulkhead, valve or pipeline leakage liable to cause pollution		■	■	■	■
Vessel in possession of an approved Volatile Organic Compounds (VOC) Management Plan		■	■	■	■

Safety Management

Inspection Item	Note	Good	Repair	Replace	NA
A fixed system to monitor flammable atmospheres in non-cargo spaces is fitted, are recorders and alarms in order		■	■	■	■
An adequate deck watch being maintained to prevent unauthorised access		■	■	■	■
Drills for emergency procedures being carried out		■	■	■	■
Electric welding equipment in good order and are written safety guidelines available on site		■	■	■	■
Gas welding and burning equipment in good order		■	■	■	■
Hydrostatic releases, where fitted, correctly attached and in good order		■	■	■	■
Immersion suits in a good order		■	■	■	■
Lifeboat and fire drills regularly held		■	■	■	■
Lifeboat and liferaft operating instructions displayed		■	■	■	■
Lifeboats, including their equipment and launching mechanisms, in good order		■	■	■	■

Inspection Item	Note	Good	Repair	Replace	NA
Lifebuoys, lights, buoyant lines, quick release mechanisms and self-activating smoke floats in good order		■	■	■	■
Lifejackets in good order		■	■	■	■
Liferafts in good order		■	■	■	■
Muster lists and lifejacket donning instructions displayed		■	■	■	■
Officers familiar with use and calibration of portable oxygen and hydrocarbon analysers		■	■	■	■
Permanent arrangements provided for lifting an incapacitated person from the cargo		■	■	■	■
Portable gas and oxygen analyser appropriate to the cargoes being carried		■	■	■	■
Procedure for familiarisation for new personnel		■	■	■	■
Pump room entry procedures being complied		■	■	■	■
Pump room fire and flooding dampers clearly marked as to their operation and in good order		■	■	■	■
Pump room spaces adequately ventilated		■	■	■	■
regular training in the use of life-saving equipment being undertaken		■	■	■	■
Security officer been designated and trained to undertake this role		■	■	■	■
Ship security records related to port calls being maintained		■	■	■	■
Ship security records related to the ship security plan being maintained		■	■	■	■
Ship-specific life-saving equipment maintenance instructions available		■	■	■	■
Ship-specific life-saving equipment training manuals available		■	■	■	■
Spaces adjacent to cargo tanks, including pipe ducts, regularly monitored for accumulations of gas		■	■	■	■
Span calibration gas available for the types of fixed and portable analysers on board		■	■	■	■
Spare oxygen and acetylene cylinders stored apart in a dedicated storage		■	■	■	■
Toxic gases may be encountered, are appropriate toxic gas detection analysers available and in good order		■	■	■	■
Vessels fitted with an inert gas system, are instruments capable of measuring hydrocarbon content in an oxygen deficient atmosphere available and in good order		■	■	■	■

Ship To Ship Transfer Procedures

Inspection Item	Note	Good	Repair	Replace	NA
Is the vessel suitably equipped to be utilised for STS operations?		■	■	■	■

Structural Condition

Inspection Item	Note	Good	Repair	Replace	NA
Cargo and/or ballast tanks were sighted from the deck		■	■	■	■
Enhanced Survey Programme file free from any information that raises concerns relating to the vessel?s structure		■	■	■	■
Hull free from visible structural defects that warrant further investigation		■	■	■	■
Internal spaces free from visible structural defects		■	■	■	■
Procedures in place to carry out regular inspections of cargo and ballast tanks		■	■	■	■
Superstructure free from visible structural defects		■	■	■	■
Weather decks free from visible structural defects that warrant further investigation		■	■	■	■