

Changes from VIQ 5 to VIQ 6

Below is a table summarising the changes from VIQ 5 to VIQ6. The intent of the revision to VIQ 6 was to update the VIQ with respect to changes in legislation and to examine the questions to determine whether they are still relevant. A major consideration was not to increase the number of questions, and in fact a determined effort was made to reduce the question set by deleting questions, removing questions that were effectively repetitive, moving questions to the HVPQ and merging questions together. The result was that for a standard oil question set the total question set has been reduced by approximately 45 questions.

The changes below list the changes involved and where questions have been deleted or moved the consequential numbering has also been effected. The question numbers listed below are the numbers in VIQ5 and the revised/new question may have a different number.

Question No	Original Question	New Question
1.3		Question deleted.
1.4		Question deleted.
1.8		Question deleted.
1.11	Time the Inspector boarded the vessel.	Date and Time the Inspector boarded the vessel.
1.12	Time the inspector departed the vessel: <i>If the inspection took place over two or more days, in two or more sessions, or was carried out by more than one inspector, record the arrival and departure details in Comments</i>	Date and time the inspector departed the vessel: <i>If the inspection took place over two or more days, in two or more sessions, or was carried out by more than one inspector, record the circumstances. Arrival and departure details to be recorded in Comments.</i>
	New question.	Time taken for inspection. <i>Note: Record the time taken to conduct the inspection to the nearest 5 minutes. This is the actual time of inspection and does not include the times the inspection was suspended for any reason (Lunch, PSC inspection etc) or was conducted over two or more sessions.</i>
1.16		Question to be deleted.
1.24		Guidance Amended
1.29		Guidance Amended
1.31	Moved to Chapter 3	
1.32	Moved to Chapter 3	

1.33	Moved to Chapter 3	
1.34	Moved to Chapter 3	
1.35	Moved to Chapter 3	
2.1		Additional guidance Note: It is not required to record, dates of issue, dates of expiry of any certificates. Record in comments whether any certificates have expired and the date of expiry.
2.1.14		Delete and replace as new question 2.2
2.2	New Question.	Is the P and I Club a member of the International Group? Note: If the P and I club is not a member of the international group, record in comments the name of the organisation. (List of International group of P&I clubs to be included.)
2.3	Does the Operator's representative visit the vessel at least bi-annually? <i>Record the date of the last visit.</i> Note: The operator's representative must be a Technical/Marine superintendent or person familiar with the company's SMS and responsible for its implementation. The Operator's representative's visits should occur at approximately six month intervals	Does the Operator's representative visit the vessel at least bi-annually? <i>Record the date of the last visit and of which discipline. In addition record the dates of each discipline's last visit.</i> Note: The operator's representative must be a Technical/Marine superintendent or person familiar with the company's SMS and responsible for its implementation. The Operator's representative's visits should occur at approximately six month intervals
2.4	Is a recent operator's audit report available and is a close-out system in place for dealing with non-conformities?	Is the last current operator's audit report available and is a close-out system in place for dealing with non-conformities? Additional guidance note:- <i>Current means less than 12 months.</i>
2.5	Does the master review the safety management system and report to the operator on any deficiencies?	Does the master review the safety management system, report to the operator on any deficiencies and does the operator respond to the Master's review?
2.8	Move to Chapter 7	Moved to Chapter 7.
2.10		Question deleted
2.11		Question deleted
2.14		Guidance amended
2.15		Question deleted.
3.2		Guidance amended
3.3	Do all personnel maintain hours of rest records and are	Do all personnel maintain hours of rest records and are the

	the hours of rest in compliance with ILO or STCW requirements?	hours of rest in compliance with MLC or STCW requirements? Amended guidance.
3.5		Question deleted.
3.6	Have senior deck officers attended bridge team management courses? <i>Note: These should be formal shore-based courses of at least three days duration and officers should have evidence of having attended them.</i>	Have all deck officers attended Bridge team Management or Bridge Resource Management courses? <i>Note: These should be formal shore-based courses of at least three days duration and officers should have evidence of having attended them.</i>
3.8	Currently ' No question Assigned' - new question	If the vessel is fitted with High Voltage equipment, have officer's undergone Shipboard High Voltage Training. <i>Note: High voltage is defined in STCW (Section B-III/ 2) as shipboard systems operating at voltages greater than 1000volts. If the vessel does not have High Voltage systems the question is to be answered NA. Record which officers have undergone Shipboard High Voltage Training.</i>
4.2 & 4.3 Questions Merged	4.2 Has the master written his own Standing Orders and are Bridge Orders being completed? 4.3 Have the deck officers countersigned the master's Standing Orders and Bridge Orders as being read and understood	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. <i>At daily intervals, the master should write in the bridge order book what is expected of the OOW, with particular reference to his requirements during the hours of darkness. These orders must be signed by each OOW when going on watch. (BPG 1.3.1.1) Standing Order and Bridge Order Books should be checked to ascertain if SMS.</i>
4.4		Guidance amended
4.6		Guidance Amended
4.8		Guidance Amended
4.11 & 4.12 Questions Merged.	4.11 Has the bridge been adequately manned at all stages of the voyage? 4.12 Are the bridge lookout arrangements adequate?	Has the Bridge been adequately manned at all stages of the voyage and lookout arrangement adequate?

4.13		Guidance Amended
Ch 4	New Question	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? <i>Note: In the event of an incident the data retained in the VDR can be invaluable in accident investigations, ship's crew should be aware of how to retain this data and prevent it from being over written. The OCIMF information paper " Recommendations on the Proactive Use of Voyage Data Recorder Information" provides further information on the use of VDRs.</i>
4.14 & 4.15 Questions merged.	4.14 Is the standard magnetic compass operational, properly maintained and adjusted? 4.15 Is the gyro compass operating satisfactorily?	Are the Standard Magnetic compass and Gyro compasses operational, properly maintained and adjusted? Guidance merged.
4.18 & 4.19 Questions merged.	4.18 Are regular gyro and magnetic compass errors being taken and are they being recorded? 4.19 Do the magnetic compass errors recorded in the compass error book broadly agree with the deviation card?	Are regular gyro and magnetic compass errors being taken and are they being recorded. Guidance merged.
4.20 & 4.27 Questions merged.	4.20 Has a system been established to ensure that nautical publications and charts are on board and current? 4.27 Are Lists of Lights, Tide Tables, Sailing Directions, the Nautical Almanac, the Annual Summary of Notices to Mariners and the Chart Catalogue the current editions and have they been maintained up to date where required?	Has a system been established to ensure that all Charts, nautical publications and other publications are on board, current and maintained up to date? Guidance merged.
4.21	If the vessel is provided solely with paper charts are all charts required for the trading areas of the vessel on board and are these fully corrected?	If the vessel is provided solely with paper charts are all charts required for the intended voyage of the vessel on board and are these fully corrected?

4.23		Question deleted.
4.24		Guidance amended
4.26		Question deleted.
4.28		Guidance amended
4.31 & 4.32 Questions merged.	<p>4.31 Was position fixing satisfactory throughout the previous voyage and the frequency of plotted fixes in accordance with the passage plan?</p> <p>4.32 Was radar parallel indexing used to monitor the position of the vessel?</p>	<p>Was position fixing including the use of parallel indexing satisfactory throughout the previous voyage and the frequency of plotted fixes in accordance with the passage plan?</p>
5.1	<p>5.1 Has a safety officer been designated and trained to undertake this role?</p> <p><i>Note: One of the primary functions of the safety officer, who preferably should be an experienced seafarer, is to inspect all areas of the vessel on a regular basis for safety compliance and to report any deficiencies noted. The purpose is to raise awareness, prevent accidents and to identify regular occurrences that might require the operator's intervention on a fleet-wide basis. The function of the safety officer may not involve equipment maintenance, although it does include identifying equipment deficiencies. Evidence that the Safety Officer has undertaken an appropriate Safety Officer training course should be provided. Safety Officer training should follow the STCW Code Tables A-II/2 and A-III/2 and the IMO Model Course 3.11. This can also include in-house or formal shore based training. Training records must match the job description for the Safety Officer within the Safety Management System</i></p>	<p>Has a safety officer been designated, trained to undertake this role and is there evidence to show that they are effectively performing duties associated with this role?</p> <p><i>Note: One of the primary functions of the safety officer, who preferably should be an experienced seafarer, is to inspect all areas of the vessel on a regular basis for safety compliance and to report any deficiencies noted. The purpose is to raise awareness, prevent accidents and to identify regular occurrences that might require the operator's intervention on a fleet-wide basis. The function of the safety officer may not involve equipment maintenance, although it does include identifying equipment deficiencies. Evidence that the Safety Officer has undertaken an appropriate Safety Officer training course should be provided.</i></p>
5.8		Guidance amended
5.13 & 5.16 Questions merged.	<p>5.13 Are drills for emergency procedures being carried out?</p> <p><i>Note: Emergency procedures should at least include collision, grounding, flooding, heavy weather damage, structural failure, fire (on deck and in cargo tanks, the engine room, pump room and accommodation), explosion, gas or toxic vapour release, critical machinery failure, rescue from enclosed spaces, serious injury, emergency towing equipment and helicopter operations.</i></p>	<p>5.13 Are drills for emergency procedures being carried out?</p> <p><i>Note: Emergency procedures should at least include collision, grounding, flooding, heavy weather damage, structural failure, fire (on deck and in cargo tanks, the engine room, pump room and accommodation), explosion, gas or toxic vapour release, critical machinery failure, rescue from enclosed spaces, serious injury, emergency towing equipment, helicopter operations and pollution</i></p>

	<p>5.16 Are pollution clean-up drills regularly held to determine that the shipboard pollution plan is up-to-date and efficient and are there records?</p> <p><i>Notes: Drills in accordance with the requirements of the SOPEP or SMPEP should be held at regular intervals.</i></p> <p><i>On vessels carrying noxious liquids, drills should also be regularly carried out in dealing with chemical spills.</i></p>	<p><i>clean up.</i></p> <p><i>Pollution cleanup drills in accordance with the requirements of the SOPEP or SMPEP should be held at regular intervals. On vessels carrying noxious liquids, drills should also be regularly carried out in dealing with chemical spills.</i></p>
5.19		Delete Question.
<p>5.20 & 5.21</p> <p>Questions merged.</p>	<p>5.20 Has a ship security officer been designated?</p> <p><i>The duties and responsibilities of the ship security officer shall include, but are not limited to:</i></p> <ul style="list-style-type: none"> <i>• Undertaking regular security inspections of the ship to ensure that appropriate security measures are maintained;</i> <i>• Maintaining and supervising the implementation of the ship security plan, including any amendments to the plan;</i> <i>• Co-ordinating the security aspects of the handling of cargo and ship's stores with other shipboard personnel and with the relevant port facility security officers;</i> <i>• Proposing modifications to the ship security plan;</i> <i>• Reporting to the company security officer any deficiencies and non-conformities identified during internal audits, periodic reviews, security inspections and verifications of compliance and implementing any corrective actions;</i> <i>• Enhancing security awareness and vigilance on board;</i> <i>• Ensuring that adequate training has been provided to shipboard personnel, as appropriate;</i> <i>• Reporting all security incidents;</i> <i>• Co-ordinating implementation of the ship security plan with the company security officer (CSO) and the relevant port facility security officer; and,</i> <i>• Ensuring that security equipment, if any, is properly operated, tested, calibrated and maintained.</i> <p><i>(ISPS Code Part A/12.2)</i></p> <p>5.21 Has the ship security officer received adequate training?</p> <p><i>Note: The suggested training is detailed in the ISPS Code Part B/13.1 and 2 and includes adequate knowledge of the ship and of the ship</i></p>	<p>Has a security officer been designated and trained to undertake this role?</p> <p><i>The duties and responsibilities of the ship security officer shall include, but are not limited to:</i></p> <ul style="list-style-type: none"> <i>• Undertaking regular security inspections of the ship to ensure that appropriate security measures are maintained;</i> <i>• Maintaining and supervising the implementation of the ship security plan, including any amendments to the plan;</i> <i>• Co-ordinating the security aspects of the handling of cargo and ship's stores with other shipboard personnel and with the relevant port facility security officers;</i> <i>• Proposing modifications to the ship security plan;</i> <i>• Reporting to the company security officer any deficiencies and non-conformities identified during internal audits, periodic reviews, security inspections and verifications of compliance and implementing any corrective actions;</i> <i>• Enhancing security awareness and vigilance on board;</i> <i>• Ensuring that adequate training has been provided to shipboard personnel, as appropriate;</i> <i>• Reporting all security incidents;</i> <i>• Co-ordinating implementation of the ship security plan with the company security officer (CSO) and the relevant port facility security officer; and,</i> <i>• Ensuring that security equipment, if any, is properly operated, tested, calibrated and maintained.</i> <p><i>(ISPS Code Part A/12.2)</i></p> <p><i>The suggested training is detailed in the ISPS Code Part B/13.1 and 2</i></p>

	<i>security plan and related procedures.</i>	<i>and includes adequate knowledge of the ship and of the ship security plan and related procedures.</i>
		New paragraph intro section. <i>Questions 5.24 to 5.28 apply to any enclosed space as defined in ISGOTT above and are not limited to pumprooms.</i>
5.25		Additional note <i>Note: For the purpose of this question a pumproom may either be a Cargo pumproom, Ballast pumproom, or Fuel oil transfer Pumproom.</i>
5.26		Additional note <i>Note: For the purpose of this question a pumproom may either be a Cargo pumproom, Ballast pumproom, or Fuel oil transfer Pumproom.</i>
5.27		Move to Chapter 8.
5.28	<p>Are permanent arrangements provided for lifting an incapacitated person from the cargo and, if applicable, the ballast pumproom, including provision of a suitable stretcher or harness and is the equipment in good order?</p> <p><i>The pump room rescue harness and rope should be checked regularly to ensure it is fit for use and rigged for immediate operation.</i></p>	<p>Are permanent arrangements provided for lifting an incapacitated person from the cargo and, if applicable, the ballast pumproom, including provision of a suitable stretcher or harness and is the equipment in good order?</p> <p><i>The pump room rescue harness and rope should be checked regularly to ensure it is fit for use and rigged for immediate operation.</i></p> <p><i>Note: It is recommended that stretcher be provided in lieu of a harness if it can be effectively used. The provision of a harness or stretcher should also be provided at other spaces where it may be necessary to rescue an incapacitated person, for example, Bow thruster rooms, trunkings for double bottom pipe passages etc.</i></p>
5.31 & 5.33 Questions merged.	<p>5.31 Are portable gas and oxygen analysers appropriate to the cargoes being carried and are they in good order?</p> <p>5.33 Is there a record of regular testing and calibration of portable analysers?</p>	<p>Are portable gas and oxygen analysers appropriate to the cargoes being carried, are they in good order and is there a record of regular testing and calibration.</p> <p><i>Tankers shall be equipped with at least one portable instrument for measuring flammable vapour concentrations, together with a sufficient set of spares. Suitable means shall be provided for the calibration of</i></p>

		<p><i>such instruments. (SOLAS II-2/4.5.7.1)</i></p> <p><i>Notes: Each vessel should carry at least two each oxygen, % volume hydrocarbon, LEL and toxic gas analysers. Personal oxygen and hydrocarbon analysers, which can be carried in a pocket or on a belt, should be available for tank, enclosed space or pump room entry. The manufacturers' recommended intervals for servicing the equipment ashore must be observed and procedures in place for the replacement of parts such as filters, at the manufacturers' recommended intervals.</i></p> <p><i>Use of a self-test facility does not mean that an analyser is operating correctly. An instrument may self-test satisfactorily, but then fail to register a lack of oxygen or the presence of gas. The only way to be sure that a machine is operating satisfactorily is to use a sample check gas.</i></p>
5.34	5.34 Is sufficient span calibration gas available for the types of fixed and portable analysers on board?	5.34 Is span calibration gas available for the types of fixed and portable analysers on board?
5.35	5.35 On vessels fitted with an inert gas system, are instruments capable of measuring hydrocarbon content in an oxygen deficient atmosphere available, if required and in good order?	5.35 On vessels fitted with an inert gas system, are instruments capable of measuring hydrocarbon content in an oxygen deficient atmosphere available, and in good order?
5.36		<i>There should be an adequate supply of chemical indicator tubes (e.g. Draeger tubes), or other electronic equivalents specific to the cargoes being carried and they should be within their expiry date.</i>
5.39.	5.39 Is gas welding and burning equipment in good order?	<p>5.39 Is gas welding and burning equipment in good order?</p> <p><i>Note: Piping should be of steel welded construction and bolted flanges are prohibited. Copper, rubber or braided lines should not be used, except that braided lines may be used for the short length from the cylinder heads to the manifolds within the storage space. Pipework and fittings should be free of grease.</i></p> <p><i>Flashback arrestors should be fitted at both the cylinders and workstation as recommended by the USA Operational Safety and</i></p>

		<i>Health Admin (OSHA), the UK Health and Safety Executive and other national safety authorities where long lengths of piping between the cylinders and the blowtorch are involved.</i>
5.40		Question Deleted
5.41		Question Deleted
5.52		Moved to Chapter 10
5.56	Additional guidance	<i>Note: Line throwing apparatus should be ready for immediate use. The line and the rockets should not be stowed apart.</i>
5.70 & 5.71 Questions merged.	<p>5.70 Are firemen's outfits and breathing apparatus in good order and ready for immediate use? <i>Tankers shall carry four firemen's outfits, which shall consist of:</i></p> <ul style="list-style-type: none"> • <i>Protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam. The outer surface shall be water-resistant;</i> • <i>Boots of rubber or other electrically non-conducting material;</i> • <i>A rigid helmet providing effective protection against impact;</i> • <i>An electric safety lamp of an approved type with a burning period of 3 hours. Safety lamps on tankers and those intended to be used in hazardous areas shall be of an explosion-proof type;</i> • <i>An axe with a handle provided with high-voltage insulation;</i> • <i>A breathing apparatus of an approved type; and</i> • <i>For each breathing apparatus a fireproof line of at least 30 metres in length, capable of being attached by means of a snap-hook to the harness of the apparatus or to a separate belt in order to prevent the breathing apparatus becoming detached when the lifeline is operated.</i> <p style="text-align: right;"><i>(SOLAS 1974 II-2/1</i></p> <p><i>A number of spare charges, suitable for use with the apparatus provided, shall be available on board to the satisfaction of the Administration.</i></p>	<p>5.70 Are firemen's outfits and breathing apparatus in good order, fitted with fully pressurised air cylinders and ready for immediate use? <i>Tankers shall carry four firemen's outfits, which shall consist of:</i></p> <ul style="list-style-type: none"> • <i>Protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam. The outer surface shall be water-resistant;</i> • <i>Boots of rubber or other electrically non-conducting material;</i> • <i>A rigid helmet providing effective protection against impact;</i> • <i>An electric safety lamp of an approved type with a burning period of 3 hours. Safety lamps on tankers and those intended to be used in hazardous areas shall be of an explosion-proof type;</i> • <i>An axe with a handle provided with high-voltage insulation;</i> • <i>A breathing apparatus of an approved type; and</i> • <i>For each breathing apparatus a fireproof line of at least 30 metres in length, capable of being attached by means of a snap-hook to the harness of the apparatus or to a separate belt in order to prevent the breathing apparatus becoming detached when the lifeline is operated.</i> <p style="text-align: right;"><i>(SOLAS 1974 II-2/17, S</i></p> <p><i>A number of spare charges, suitable for use with the apparatus provided, shall be available on board to the satisfaction of the Administration.</i></p>

	<p>Two spare charges shall be provided for each required breathing apparatus.....cargo ships that are equipped with suitably located means for fully recharging the air cylinders free from contamination need carry only one spare charge for each required apparatus.</p> <p>For vessels constructed before 1st July 2002, the breathing apparatus may be either a smoke helmet type, or a self-contained compressed air type. A number of spare charges suitable for use with the apparatus provided shall be available on board to the satisfaction of the Administration (SOLAS 1974 II-2/17.1.2)</p> <p>The outfits shall be kept ready for use in an easily accessible location that is permanently and clearly marked and, they shall be stored in widely separated positions. (SOLAS 1974 II-2/17.4 and SOLAS 2004 II-2/10.3.1) Notes: Although SOLAS recommends 'widely separated positions'</p> <p>Self-contained breathing apparatus should be checked for condition and satisfactory operation. With the apparatus charged and the cylinder valve closed, the drop in pressure should not be more than 10 bars in one minute.</p> <p>5.71 Are breathing apparatus sets fitted with fully pressurised air cylinders?</p> <p>Annual inspections should be carried out to ensure that the air quality of breathing apparatus air recharging systems is satisfactory. (MSC/Circ.850)</p> <p>Breathing apparatus shall be a self-contained compressed air-operated breathing apparatus for which the volume of air contained in the cylinders shall be at least 1,200 l, or other self-contained breathing apparatus which shall be capable of functioning for at least 30 min. All air cylinders for breathing apparatus shall be interchangeable. (FSS Code 3.2.1.2)</p> <p>Notes: Air cylinders should be charged to not less than 10% below full. BA air cylinders should be hydrostatically tested every 5 years or lesser period if so recommended by the manufacturer. (4-Year testing intervals are customary for some composite wound cylinders.) The hydrostatic test</p>	<p>Two spare charges shall be provided for each required breathing apparatus.....cargo ships that are equipped with suitably located means for fully recharging the air cylinders free from contamination need carry only one spare charge for each required apparatus.</p> <p>For vessels constructed before 1st July 2002, the breathing apparatus may be either a smoke helmet type, or a self-contained compressed air type. A number of spare charges suitable for use with the apparatus provided shall be available on board to the satisfaction of the Administration (SOLAS 1974 II-2/17.1.2)</p> <p>The outfits shall be kept ready for use in an easily accessible location that is permanently and clearly marked and, they shall be stored in widely separated positions. (SOLAS 1974 II-2/17.4 and SOLAS 2004 II-2/10.3.1) Notes: Although SOLAS recommends 'widely separated positions'</p> <p>Self-contained breathing apparatus should be checked for condition and satisfactory operation. With the apparatus charged and the cylinder valve closed, the drop in pressure should not be more than 10 bars in one minute.</p> <p>Annual inspections should be carried out to ensure that the air quality of breathing apparatus air recharging systems is satisfactory. (MSC/Circ.850)</p> <p>Breathing apparatus shall be a self-contained compressed air-operated breathing apparatus for which the volume of air contained in the cylinders shall be at least 1,200 l, or other self-contained breathing apparatus which shall be capable of functioning for at least 30 min. All air cylinders for breathing apparatus shall be interchangeable. (FSS Code 3.2.1.2)</p> <p>Notes: Air cylinders should be charged to not less than 10% below full. BA air cylinders should be hydrostatically tested every 5 years or lesser period if so recommended by the manufacturer. (4-Year testing intervals are customary for some composite wound cylinders.) The hydrostatic test date must be stamped on the cylinder.</p>
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	<i>date must be stamped on the cylinder.</i>	
5.73	Are accommodation and ventilation fan emergency stops in good order and clearly marked to indicate the spaces they serve	Are accommodation and ventilation fan emergency stops clearly marked to indicate the spaces they serve and evidence of regular testing and maintenance?
5.74	Are fire flaps in good order and clearly marked to indicate the spaces they serve?	Are fire flaps clearly marked to indicate the spaces they serve and evidence of regular testing and maintenance?
5.75 - 5.78 Questions merged and guidance merged.		<p>Are Material Safety Data Sheets (MSDS) on board for all the cargo, bunkers and other products being handled, and are all officers familiar with their use?</p> <p><i>MSDS data sheets should be on board for the following:-</i></p> <ul style="list-style-type: none"> • <i>All grades of cargo being carried</i> • <i>All grades of fuel used on board</i> • <i>All chemicals used on board</i> • <i>paints, protective coatings and all other corrosive or toxic materials that are carried on board?</i> <p><i>Ships carrying MARPOL Annex I cargoes, as defined in Appendix I to Annex I of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973, and marine fuel oils shall be provided with a material safety data sheet prior to the loading of such cargoes (SOLAS 2007 Amendments VI 5-1)</i></p> <p><i>On ships carrying MARPOL Annex II cargoes, Prior to loading, the shipper should provide both to the master and the Company, as defined in the ISM Code, a Material Safety Data Sheet (MSDS), formatted in accordance with resolution MSC.286(86), for cargoes containing benzene. (IBC Appendix 8 Annex).</i></p> <p><i>Note: Boiler treatment chemicals and other chemicals carried in packaged form shall be properly stowed to prevent uncontrolled movement and must be provided with MSDS. Protective equipment including a face shield, apron, gloves and an eye-wash should be provided at the place where chemicals are stored. Personnel who handle the materials in question must be aware as to the purpose of the MSDS and be able to demonstrate familiarity with it.</i></p>

		<p>Paints, protective coatings and all other corrosive or toxic materials that are carried on board shall be properly stowed to prevent uncontrolled movement and must be provided with MSDS. Protective equipment including a face shield, apron, gloves and an eye-wash should be provided at the place where paints, protective coatings and all other corrosive or toxic materials are stored. The MSDS may be printed on the container. If it is not, then the MSDS data must be prominently posted or readily available to the user. Personnel who handle the materials in question must be aware as to the purpose of the MSDS and be able to demonstrate familiarity with it.</p>
5.80	<p>5.80 Are accommodation ladders, gangways, pilot ladders and pilot hoists, where fitted, in good order?</p>	<p>5.80 Are accommodation ladders, gangways, and pilot ladders , where fitted, in good order?</p>
5.81 & 5.23 Questions Merged.	<p>5.81 Are all means of access satisfactory, including the provision of a safety net, lifebuoy and line?</p> <p><i>Safety nets are not required if the gangway is fixed to the shore and provided with a permanent system of handrails made of structural members. For other types of gangways, and those fitted with rope or chain handrails or removable posts, correctly rigged safety nets should be provided. (ISGOTT 16.4.5)</i></p> <p><i>Notes: Safety nets should be provided wherever there is a possibility of a person falling over or through the side rails of the gangway and should be rigged to prevent anyone falling between the ship and quay. Where the rails provide adequate protection, a safety net might not be necessary.</i></p> <p><i>Regardless of whether the gangway is supplied by ship or shore, it is the ship's responsibility to ensure that a safety net is rigged.</i></p> <p><i>If the means of access are considered to be unsafe, then the inspector must not put him/herself at risk by going on board.</i></p> <p>5.23 Has a gangway notice been posted, at the shore end of the gangway where possible?</p> <p><i>Note: The notice should at least state that:</i></p> <ul style="list-style-type: none"> • <i>Unauthorised persons are not allowed to board;</i> 	<p>Are all means of access satisfactory, including the provision of a safety net, lifebuoy and line?</p> <p><i>Safety nets are not required if the gangway is fixed to the shore and provided with a permanent system of handrails made of structural members. For other types of gangways, and those fitted with rope or chain handrails or removable posts, correctly rigged safety nets should be provided. (ISGOTT 16.4.5)</i></p> <p><i>Notes: Safety nets should be provided wherever there is a possibility of a person falling over or through the side rails of the gangway and should be rigged to prevent anyone falling between the ship and quay. Where the rails provide adequate protection, a safety net might not be necessary.</i></p> <p><i>Regardless of whether the gangway is supplied by ship or shore, it is the ship's responsibility to ensure that a safety net is rigged.</i></p> <p><i>If the means of access are considered to be unsafe, then the inspector must not put him/herself at risk by going on board.</i></p> <p><i>When a gangway is rigged a notice should be posted, preferably at the shore end. The notice should state that:-</i></p> <ul style="list-style-type: none"> • <i>Unauthorised persons are not allowed to board;</i> • <i>Visitors are required to show identification;</i> • <i>Mobile phones and other electronic equipment must be</i>

	<ul style="list-style-type: none"> • Visitors are required to show identification; • Mobile phones and other electronic equipment must be switched off; • Smoking and naked lights are prohibited; • Lighters and matches are prohibited to be carried on board. 	<ul style="list-style-type: none"> • switched off; • Smoking and naked lights are prohibited; • Lighters and matches are prohibited to be carried on board.
6.9		Guidance amended
6.10		Guidance amended
6.13		Guidance amended
6.17 & 6.18 Questions merged.	<p>If cargo sea suction valves are fitted, are adequate pollution prevention measures in place?</p> <p>If cargo sea suction valves are fitted, are valve-testing arrangements provided, are they in good order and regularly monitored for leakage</p>	<p>If cargo sea suction valves are fitted, are adequate pollution prevention measures in place, are valve-testing arrangements provided, are they in good order and regularly monitored for leakage?</p> <p><i>It is recommended that a device be installed to monitor pressure build-up and determine liquid make-up in the section of the pipeline which lies between the inboard and outboard sea valves. Such a device would both provide an early indication of leakage through either valve during cargo handling operations and enable the leaking valve to be identified. During cargo operations pressure build-up in this line would be apparent from the gauge reading and would indicate that one of the valves was leaking. (OCIMF Cargo Pump Room Sea Valves 4)</i></p> <p><i>Devices should be positioned so that both readings and samples can be taken from a point far enough above the pump room lower platform level that there is no possibility of human exposure to gas concentrations which may accumulate below the floor plates. (OCIMF Cargo Pump Room Sea Valves 4)</i></p> <p><i>The use of a pressure/vacuum gauge, rather than a pressure-only gauge, is preferable in that it will provide a reliable indication of a vacuum in the line prior to opening the sea valve for ballasting. (OCIMF Cargo Pump Room Sea Valves 4)</i></p> <p><i>Note: Two valves should be fitted at cargo sea suction, unless the sea suction is blanked or a spool piece to the cargo system has been removed. Care should be taken that test pressures do not exceed 3.5.kg/cm2.</i></p>

6.21	Guidance amended	<p><i>Note: Bunker pipelines are defined as any pipeline used for taking on, discharging or internally transferring any fuel for consumption on board.</i></p> <p><i>A vessel's 'Bunker Transfer System' should be tested to 100% of their rated working pressure (Sometimes referred to as Maximum Allowable Working Pressure - MAWP) at least annually. 'Oil Transfer Systems' should be tested to 1.5 times their rated working pressure at least twice within any five-year period. Pipelines should be marked with the date of test and the test pressure. A vessel's 'Bunker Transfer System' includes the discharge pump and piping between the pump and the vessel's manifold, excluding any non-metallic hoses. In this case the MAWP can be assumed to be either the pressure at which the transfer piping relief valve is set or, where no relief valve (s) are fitted, the maximum discharge pressure that can be developed by the vessel's pump. For centrifugal pumps this is the pressure developed by the pump at zero flow conditions. Pressure testing should be a hydrostatic test, pressure testing using compressed air or inert gas is not acceptable.</i></p>
6.30	Does the operator have a Class approved ballast water and sediments management plan and are records being maintained of all ballast water exchanges?	Does the operator have an approved ballast water and sediments management plan and are records being maintained of all ballast water exchanges?
6.31 & 6.32 Questions Merged.	6.31 Can the vessel check or sample segregated ballast prior to deballasting? 6.32 Are segregated ballast tanks free from evidence of oil?	Can the vessel check or sample segregated ballast prior to deballasting and are they free from oil.
6.36		Guidance amended
6.40	Does the vessel have a garbage management plan and has garbage been handled and disposed of in accordance with MARPOL?	Does the vessel have a garbage management plan and garbage record book and is the garbage record book being correctly completed?
6.41	Has the Garbage Record Book been correctly completed?	Does the vessel have adequate garbage storage and disposal facilities? <i>Every ship of 12 m or more in length overall and fixed and floating</i>

		<p>platforms shall display placards which notify the crew and passengers of the discharge requirements of regulations 3,4,5 and 6 of this Annex as required.</p> <p>The placards shall be written in the working language of the ship's crew and, for ships engaged in voyages to ports or offshore terminals under the jurisdiction of other parties to the convention, shall also be in English, French or Spanish. (MARPOL Annex V Reg 10.1).</p> <p>Note: The vessel shall be fitted with adequate garbage storage facilities for the intended voyage to ensure there is no risk of spontaneous combustion of the garbage and also to ensure that a high standard of hygiene is maintained.</p>
New question	New Section - Energy Efficiency	<p>Has the vessel a Ship Energy Efficiency Management Plan (SEEMP)?</p> <p>Note: All ship are required to have an SEEMP after the next renewal or intermediate survey of the IAPP after 1st January 2013.</p>
7.7		Question deleted
OIL	OIL	OIL
8.1 & 8.2 Questions Merged.	<p>8.1 Is the vessel provided with operator's policy statements, guidance and procedures with regard to safe cargo operations?</p> <p>8.2 Is information readily available on maximum loading rates and venting capacities?</p>	<p>Is the 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?</p>
New question		Is the master aware of the worst damage stability condition in the stability book?
8.5 (oil)		Guidance amended
8.10 (oil)	<p>Are Damage Stability Verification guidelines available?</p> <p>Note: The vessel should have an approved stability information book (SIB), written in a language understood by the officers on board, and the SIB should cover damage</p>	<p>Are Damage Stability Verification Guidelines available and can the Master demonstrate that the vessel is normally loaded in accordance with the stability information</p>

conditions. The vessel may have an onboard stability computer programme that includes damage conditions. The methods of verifying the damage stability, including alternative loaded conditions, should be checked and recorded in 'comments'.

booklet (SIB)

Every oil tanker delivered after 31 December 1979, as defined in regulation 1.28.2, of 150 gross tonnage and above, shall comply with the subdivision and damage stability criteria as specified in paragraph 3 of this regulation, after the assumed side or bottom damage as specified in paragraph 2 of this regulation, for any operating draft reflecting actual partial or full load conditions consistent with trim and strength of the ship as well as relative densities of the cargo." (MARPOL Annex I reg 28(1))

Every oil tanker of 5,000 tonnes deadweight or more shall have prompt access to computerised shore-based damage stability and residual structural strength calculation programs. (MARPOL Annex I reg 37.4)

Note :The vessel should have an approved stability information book (SIB), written in a language understood by the officers on board, and the SIB should cover damage conditions that include:

- any required and intended loading conditions (including the ones corresponding to multiple freeboards when so assigned to the vessel), i.e. symmetrical/unsymmetrical, homogeneous/alternating or ballast/partial/full
- types (e.g. oil) of liquid cargo allowed

including range of densities The vessel may have class approved onboard stability computer programme that includes damage conditions for all loading conditions presented in the SIB except for ballast, light ship and docking conditions. The methods of verifying the damage stability conditions may include pre-programmed damage cases for each loading condition, including capability for calculation of intermediate damage stages with variation of draft due to

- varying cargo density
- tank loading patterns
- extents of tank filling

to ensure that for any possible (alternate) loading condition the most onerous damages have been examined according to relevant stability criteria and these may be recorded in 'comments'.

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A sailing condition is deemed to be approved if the filling of each cargo and ballast tank lies within 1% of the weight in the approved condition

		<p><i>and GMf lies within 2 cm of the approved condition GMF.</i></p> <p><i>Record an observatio if the vessel has ever been loaded to a condition not in accordance with the SIB. However, if the vessel was loaded to a condition according to any of the damage conditions as per the class approved on board stability computer programme and not in accordance with SIB; additional comments need to be inserted with details</i></p>
8.14	Are all officers familiar with the cargo system?	Are all officers familiar with the cargo system, including emergency discharge arrangements?
8.16 & 8.17 Questions merged and guidance merged.	<p>Has a cargo plan been prepared and does it contain a detailed sequence of cargo and ballast transfer?</p> <p>Has the cargo plan been signed by the watch officers to indicate their understanding of it?</p>	Has a cargo plan been prepared and does it contain a detailed sequence of cargo and ballast transfer and has it been signed by the watch officers?
8.21 & 8.22 Questions merged.	<p>8.21 Are the cargo, ballast and stripping pumps, eductors and their associated instrumentation and controls , in good order and is there recorded evidence of regular testing?</p> <p>8.22 Are the cargo and ballast pump bearing, casing and shaft gland temperature monitoring sensors in good order and is there evidence of regular testing?</p>	Are the cargo, ballast and stripping pumps, eductors and their associated instrumentation and controls including temperature monitoring, in good order and is there recorded evidence of regular testing?
8.23 & 8.29 Questions merged and	<p>8.23 Are the cargo lines, crude oil washing lines, vapour lines and inert gas lines in good order and is there recorded evidence of regular testing?</p> <p>8.29 Are cargo pipelines tested annually?</p>	<p>Are the cargo lines, crude oil washing lines, vapour lines and inert gas lines in good order and is there recorded evidence of regular testing?</p> <p><i>The presence of any latent defect in the cargo system will usually reveal itself when the system is pressurised during the discharge operation. It is</i></p>

guidance merged.		<p>good practice to pressure test cargo lines on a periodic basis, depending on the trade of the ship. Although these pressure tests may provide an indication of the system's condition at the time of the test, they should not be considered a substitute for regular external inspection of the pipeline system and periodic internal inspections, particularly at known failure points, such as pump discharge bends and stub pipe connections. (ISGOTT 7.3.2)</p> <p>Pipelines should be visually examined and subjected to routine pressure tests to verify their condition. Other means of non-destructive testing or examination, such as ultrasonic wall thickness measurement, may be considered appropriate, but should always be supplemented by visual examination. (ISGOTT 10.11.3)</p> <p>Notes: A vessel's 'Oil Transfer System' should be tested to 100% of their rated working pressure (Sometimes referred to as Maximum Allowable Working Pressure - MAWP) at least annually. 'Oil Transfer Systems' should be tested to 1.5 times their rated working pressure at least twice within any five-year period. Pipelines should be marked with the date of test and the test pressure. A vessel's 'Oil Transfer System' includes the discharge pump and piping between the pump and the vessel's manifold, excluding any non-metallic hoses. In this case the MAWP can be assumed to be either the pressure at which the transfer piping relief valve is set or, where no relief valve (s) are fitted, the maximum discharge pressure that can be developed by the vessel's pump. For centrifugal pumps this is the pressure developed by the pump at zero flow conditions. Pressure testing should be a hydrostatic test, pressure testing using compressed air or inert gas is not acceptable. This includes corrosion of bolts and flanges on dresser couplings.</p>
8.31 & 8.32 Questions merged.	<p>8.31 Are vapour locks, where fitted, calibrated and certified by a recognised cargo inspection organisation?</p> <p>8.32 If fixed tank gauges are not fitted, are sufficient portable tapes provided to simultaneously gauge each tank being worked?</p>	<p>If fixed tank gauges are not fitted, are sufficient portable tapes provided to simultaneously gauge each tank being worked, if used with vapour locks are they calibrated?</p> <p>Notes: Corrections for datum levels and for list and trim should be checked and approved by the organisation certifying the system if ullages from retrofitted vapour locks are used for cargo calculation. Where vapour locks have been retro-fitted, certificates of calibration must be provided by a recognised Classification society or cargo inspection company. Portable tapes should be calibrated in accordance with manufacturer's</p>

		<i>recommendations and valid certificates of calibration should be provided for each instrument.</i>
8.35		Moved to Chapter 6.
8.37 & 8.38 Questions merged.	8.37 Is the cargo venting system in good order? 8.38 Is the cargo venting system being operated correctly?	Is the cargo venting system in good order and being operated correctly?
8.42		Question deleted.
8.49	The oxygen content of the inert gas delivery at or below the permitted maximum?	The oxygen content of the inert gas delivery at or below 5%. <i>Record an observation if the oxygen percentage of the delivered inert gas is more than 5%.</i>
8.51	Does the oxygen content in the cargo tanks meet IMO requirements?	Is the oxygen content in the cargo tanks a maximum of 8%. <i>Record an observation if the oxygen percentage of the inert gas in the cargo tanks is more than 8%.</i>
8.60 & 8.64 Questions merged.	8.60 If the vessel is crude oil washing, has a checklist been completed? 8.64 Has a crude oil washing plan been prepared and is it being followed?	If the vessel is crude oil washing, has a crude oil washing plan and checklist been completed and is it being followed?
8.78	8.78 Are manifold pressure gauges fitted outboard of the manifold valves on both sides of the vessel and are they in good order? <i>Manifold pressure gauges should be fitted to the spool pieces/reducers on the outboard side of the manifold valves.</i>	8.78 Are manifold pressure gauges fitted outboard of the manifold valves on both sides of the vessel and are they in good order? <i>Manifold pressure gauges should be fitted to the spool pieces/reducers on the outboard side of the manifold valves and be fitted with valves or cocks. Pressure gauges should be fitted to the offshore manifolds and be regularly checked during cargo transfer for manifold valve leakage.</i>
8.79		Question deleted
8.80		Question deleted

8.88 & 8.89 Questions merged.	<p>8.88 Are pump rooms clean, tidy and free of combustible material?</p> <p>8.89 Are the pump room bilges free of cargo product?</p>	<p>Are pumprooms clean, tidy and free of combustible materials and are the bilges free of Cargo Product.</p>
8.92	<p>8.92 Are all cargo derricks, cranes and other lifting equipment properly marked and has periodical testing and inspection been carried out?</p>	<p>Are all cargo cranes and other lifting equipment properly marked and has periodical testing and inspection been carried out?</p>
New Question		<p>If the ship has a single centreline mounted crane at the manifold, does it carry a full set of spare hydraulic hoses for the crane?</p>
Chems	Chems	Chems
8.6 & 8.7 Questions merged.	<p>8.6 Are there procedures for tank cleaning after flammable and toxic products, using chemicals and solvents, gas freeing and for steaming cargo tanks?</p> <p>8.7 Are tank cleaning guidelines available?</p>	<p>Are there guidelines and procedures for tank cleaning after flammable and toxic products, using chemicals and solvents, gas freeing and for steaming cargo tanks?</p> <p><i>Notes: Tank cleaning is one of the most hazardous operations in chemical tankers and it is therefore essential that a comprehensive guide is available on board.</i></p> <p><i>Some major chemical tanker operators have developed their own comprehensive tank cleaning guidelines.</i></p> <p><i>The MEPC.2/Circ.12 should be available in order to verify that the tank cleaning material in use is approved by the IMO. If not listed, the wash water might be subject to mandatory shore disposal.</i></p>
8.28	<p>Are the dangers associated with co-mingling non-compatible cargoes in slop tanks and drip trays considered?</p>	<p>Are the dangers associated with co-mingling non-compatible cargoes considered?</p> <p><i>Note: The cargo plan shall identify when care shall be taken to avoid the co-mingling of non-compatible cargoes and which cargoes are involved. All areas where possible comingling should be considered, i.e. slop tanks, common pipelines, drip trays etc.</i></p>
8.32	<p>Are officers aware of the dangers associated with tank</p>	<p>Are officers aware of the dangers associated with tank</p>

	cleaning operations after the carriage of volatile or toxic products?	cleaning and ventilation operations after the carriage of volatile or toxic products?
8.49		Question deleted and guidance moved to 8.41
8.76		Question deleted.
LPG		
8.90	Are Nitrogen snuffers on the vent masts, where fitted, in good order and operational?	Are fire extinguishing systems on the vent masts, where fitted, in good order and operational?
8.109		Guidance amended
9.8 & 9.9 Questions merged.	9.8 Are all powered mooring lines correctly reeled on drums? 9.9 Are all powered mooring lines secured on brakes and are the winches out of gear	Are all powered mooring lines correctly reeled on drums, secured on brakes and winches out of gear. <i>A band brake is designed to work in one direction only, so the line must always be reeled correctly onto the drum. Each arrangement should be assessed on a case-by-case basis with reference to the manufacturer's guidance. With lines correctly reeled, tension on the line should be in a direction that causes the free end of the band to be forced towards the fixed end, thereby forcing the two halves of the band together. (MEG 7.4.2.6)</i> <i>Winches should never be left in gear with the mooring winch band brake on. Hydraulic or electric drives can suffer severe damage should the brake render. Mooring drums should always be left disconnected from the winch drive whenever the mooring line is tensioned and the band brake is fully applied. (MEG 7.4.2.3).</i>
9.13 & 9.14 Questions Merged.	9.13 Are mooring winches in good order? 9.14 Do mooring winch foundations appear to be in good order?	Are mooring winches, including winch foundations in good order?
9.16 & 9.17 Questions merged.	9.16 If mooring winches in a gas hazardous area are electrically powered, are motors Ex 'd' rated? 9.17 If mooring winches are electrically powered, are insulation tests carried out and the results recorded?	If mooring winches in a gas hazardous area are electrically powered, are motors Ex 'd' rated and have insulation tests carried out and results recorded.
New question		Does the vessel have on board emergency Towing Procedures?

		<p><i>For ships constructed after 1 Jan 2010 and existing ships not later than 1st January 2012</i></p> <ul style="list-style-type: none"> <i>Ships shall be provided with a ship-specific emergency towing procedure. Such a procedure shall be carried aboard the ship for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship. The procedure shall include:</i> <ul style="list-style-type: none"> <i>drawings of fore and aft deck showing possible emergency towing arrangements;</i> <i>inventory of equipment on board that can be used for emergency towing;</i> <i>means and methods of communication; and</i> <i>sample procedures to facilitate the preparation for and conducting of emergency towing operations."</i> <p style="text-align: right;"><i>(SOLAS II-1/3-4,2.2-3)</i></p> <p><i>Note: Ships should have on board three copies of a ship specific of an 'Emergency Towing Booklets' (ETB). Copies of the ETB should be located on the Bridge, Focsle space and Ship's office or Cargo Control room. The ETB should contain procedures, diagrams etc as set out in MSC.1/ Circ 1255.</i></p> <p><i>Once the system has been deployed the watertight integrity of adjacent spaces should be maintained. The prime emergency towing arrangement may be fitted either forward or aft</i></p>
10.4		Question deleted.
10.16		Question deleted.
11.1	is the vessel provided with adequate operator's instructions and procedures?	Is the vessel provided with adequate operator's instructions and procedures?
11.5 & 11.6 Questions merged.	11.5 Has the chief engineer written his own standing orders and are night orders being completed? 11.6 Have the watch engineers countersigned the chief engineer's standing and night orders as read and understood?	<p>Has the Chief Engineer written his own standing orders and have the watch engineers countersigned the standing and night orders as read and understood?</p> <p><i>Notes: Standing order and night order books should be checked to ascertain that all officers are instructed as to their responsibilities. Standing orders should be written by the chief engineer to reflect the specific operator's requirements, as well as his own, particular to the vessel, the trade and the experience of the engineering officers aboard at the time. It should be updated and signed by each chief engineer</i></p>

		<i>as they join the vessel. Night orders should be written as and when they are required to supplement the standing orders.</i>
11.7	Are there adequate procedures to prevent uncontrolled entry into the engine room?	Are there documented procedures that address engine room entry requirements when operating in the UMS mode, and are the onboard personnel trained in these requirements?
11.10	Is there a procedure to restart critical equipment?	Are there procedures to restart essential equipment?
11.11		Guidance amended.
11.13	Is the vessel able to safely comply with SECA legislation regarding use of low sulphur fuels in boilers?	Is the vessel able to safely comply with SECA/ECA legislation or other local requirements regarding use of low sulphur fuels in boilers?
11.16	Is a comprehensive and up to date inventory of spare parts being maintained?	Is a comprehensive and up to date inventory of spare parts being maintained? <i>Note: Inventory of spare parts should include critical spares</i>
11.30		Guidance amended
11.43	Is the engine side manoeuvring station in good order and are engineers familiar with the procedure for taking control from the bridge in an emergency?	Are engineers familiar with the procedure for taking control of the manoeuvring of the vessel from the bridge in an emergency?
11.49		Guidance amended
12.1 & 12.2 Questions merged.	12.1 Is the general condition, visual appearance and cleanliness of the hull satisfactory? 12.2 Is the hull free of oil staining, extensive coating breakdown or excessive marine growth?	Is the general condition, visual appearance and cleanliness of the hull satisfactory.
Ch 12 New Question		If fitted, is the Ship's Hospital clean and tidy and ready for use? <i>Note: The Ship's hospital should be ready for immediate use. The Ship's hospital should not be used as an additional cabin or used as a store room. If the vessel is not equipped with a Ship's hospital answer the question 'NA'.</i>
12.17		Question deleted.

12.19	Are public spaces, including smoke rooms, mess rooms, sanitary areas, food storerooms, food handling spaces, refrigerated spaces, galleys and pantries clean, tidy and in a hygienic condition?	Is accommodation, public spaces, including smoke rooms, mess rooms, sanitary areas, food storerooms, food handling spaces, refrigerated spaces, galleys and pantries clean, tidy and in a hygienic condition?
Chapter 13		Complete new chapter 13 has been developed.