



Common Marine Inspection Document for Small Workboats

IMCA M 189 (eMISW) Issue 6.1
December 2022



Vessel name:
IMO number:
Date inspected:

Heimdall
8432340
08 Aug 2023



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Common Marine Inspection Document for Small Workboats

IMCA M 189 (eMISW) Issue 6.1 - 09 Dec 2022

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

Report completed by <i>(inspector's name)</i>	Capt Jozef Cerjak	Date	08 Aug 2023
Inspector's employer	Cerjak	Inspector's ID	00175
Company on whose behalf inspection is carried out	R.Ahnfeld e.K.		
Report summary seen and discussed by <i>(master or delegated representative's name)</i>	Robert Ahnfeld		
Place of inspection	Norddeich		
Vessel operation at time of inspection	Various repairs		
Vessel was inspected in Norddeich, Germany. The vessel was in port for various repairs. This is a fishing vessel, owned by the Master. The vessel also works offshore for wind-farms' research. The vessel is equipped for sampling Benthos organisms and fishing survey. General observations: Vessel is properly maintained, clean and tidy. Propulsion, navigation and communication equipment is apparently in good working order. Crew on board was in line with the Manning requirements. Various tests were carried out, e.g. navigation and signal lights, emergency lighting, etc. and equipment found in order. Service engineers and electricians were on board for new DG set installation and new firm-ware. Observations, to be taken in consideration, as applicable: - Formal emergency steering procedure to be prepared. - Various equipment on deck to be marked to prevent accidental contact. Various matters regarding safety and operation were discussed during closing meeting.			

Debrief

The inspector shall discuss the inspection findings with the master before leaving the vessel. The closing meeting report should be completed (template available in the eCMID Inspection App in the Summary section) and submitted with the final report (enter text or upload as an 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.ecmid.com together with user guides to the eCMID website and software.

Closing Meeting

A closing meeting was held following the inspection. The report, setting out comments from the master or their representative, is shown below.

Inspection Summary

Report completed by (inspector's name)	Capt Jozef Cerjak	Date	2023-08-08
Inspector's employer	Cerjak	Inspector's ID	00175
Company on whose behalf inspection is carried out	Robert Ahnfeld		
Report summary seen and discussed by (master or delegated representative's name)	Owner / Master: Robert Ahnfeld		
Place of inspection	Norddeich		
Vessel operation at time of inspection	In port for various repairs		

Vessel was inspected in Norddeich, Germany. The vessel was in port for various repairs. This is a fishing vessel, owned by the Master. The vessel also works offshore for wind-farms' research. The vessel is equipped for sampling Benthos organisms and fishing survey.

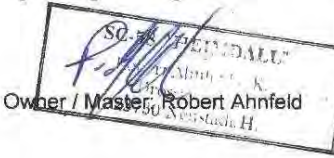
General observations:
Vessel is properly maintained, clean and tidy. Propulsion, navigation and communication equipment is apparently in good working order. Crew on board was in line with the Manning requirements. Various tests were carried out, e.g. navigation and signal lights, emergency lighting, etc. and equipment found in order.
Service engineers and electricians were on board for new DG set installation and new firm-ware.

Observations, to be taken in consideration, as applicable:

- Formal emergency steering procedure to be prepared.
- Various equipment on deck to be marked to prevent accidental contact.

Various matters regarding safety and operation were discussed during closing meeting.


 Inspector: Capt. J. Cerjak


 Owner / Master: Robert Ahnfeld

1. Vessel particulars

	Requested Information
Name of vessel	Heimdall
Type of vessel	Fishing vessel, Offshore Windfarm Research, Equipped for sampling on Benthos Organisms, Guard vessel
Detail of engines, berths and any special features	1 x ME Scania DI16 080M, 221kw, 1 x DG set Mitsubishi S6S, 59 kW, 1 x DG set Mitsubishi S4S DT, 36 kW.
Length overall (LOA) - in metres	22.3
Gross tonnage	86
Previous name(s)	WAR-58
Vessel owner/operator - name	Robert Ahnfeld
Vessel owner/operator - address	Drosselstieg 2 23730, Neustadt in Holstein Germany
Vessel owner/operator - tel	Company: +49 172 4093412, Ship: +49 171 6886428
Vessel owner/operator - email	r.ahnfeld@gmx.net; war58@gmx.de
Date current vessel operator assumed responsibility for vessel	14.09.2014
Manning agent - name	Manning through Owner
Manning agent - address	
Manning agent - tel	
Manning agent - email	
Flag	Germany
If the vessel has changed flag within the past six months, report date of change	
If the vessel has changed flag within the past six months, report previous flag, otherwise select 'Not applicable'	Not applicable
Port of registry	Büsum
Classification society (if applicable)	Not applicable
If the vessel has changed class within the past six months, report date of change	
If the vessel has changed class within the past six months, report previous classification society	Not applicable
Class ID number	
Category	
Vessel certificate (details of operating code eg. MCA Vessel Code - include max. distance from shore, day trips only, etc.)	Fishing Vessel Safety Certificate
Issued (on date)	2021-08-25
Valid until	2024-09-29
Issued by	BG-Verkehr
Last annual inspection	2021-12-22
Total allowance number of persons on board (PoB)	6

2. Certificates and publications

2.1	Is the vessel clear of conditions of class, port/flag state and any safety related memoranda?	Yes *	No	NA	NS
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Inspector Last BG Verkehr inspection report: 2021-12-22
There are no outstandings.

Operator

Review most recent Class status report & record Class notation of the vessel and any limitations or conditions noted in certificate.

If not in Class, record details of alternative arrangements and/or Flag State certification and survey regime in place.

2.2	Are all statutory certificates issued by RO or flag state valid and in date?	Yes *	No	NA	NS
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Inspector Certificate of Registry issued: 2018-09-27
Fishing Vessel Safety Certificate: issued: 2021-08-25, valid till 2024-09-29

Operator

As applicable, e.g.: Passenger ship safety certificate, International Oil Pollution Prevention Certificate, International Air Pollution Prevention Certificate, International Sewage Pollution Prevention certificate, Load Line/exemption certificate, Maritime Labour Convention compliance statement, Radio Station licence, Ship Sanitation exemption certificate, Minimum safe manning document, Flag State Safety Certificate.

(Ref FAL2/Circ.131 MEPC.I/Circ.873 MSC I/Circ.1586 LEG.2/Circ 3.)

2.3	Does the vessel carry valid certificates of insurance?	Yes *	No	NA	NS
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Inspector H&M - valid 2024-06-30
P&I - valid: 2024-02-01

Operator

- Is the P&I Certificate of Entry current?
- Does the vessel carry Certificate of insurance for wreck removal? (Compulsory for vessels $\geq$ 300GRT)
- Employer Liability Insurance.
- Hull and Machinery Insurance.

List the type of certificates carried and any limitations noted with respect to cover.

2.4	If the vessel is required to carry IMDG cargo, is a valid document of compliance for carriage of dangerous goods onboard?	Yes	No	NA *	NS
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Inspector

Operator

Confirm IMDG certificate.

Verify if IMDG segregation is complied with.

Are the crew suitably trained and is the relevant documentation available (e.g., IMDG Code, Manifest(s), DG Emergency and First aid schedule)?

2.5	Additional Section 2 comments?	Yes	No *	NA	NS
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Inspector

Operator

3. Inspection

3.1	Has the vessel a copy of the latest port state inspection onboard?	Yes	No	NA *	NS
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Inspector No PSC inspection on board this vessel.

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.

3.2	Has the vessel a copy of the latest eMISW onboard?	Yes *	No	NA	NS
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Inspector Last eMISW inspection: 2022-08-11

Findings noted at the time were taken in consideration / rectified.

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.

3.3	Are there any pending conditions of class or pending class memoranda?	Yes	No	NA *	NS
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Inspector The vessel is not in class.

Operator

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

3.4	Additional Section 3 comments	Yes	No *	NA	NS
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Inspector

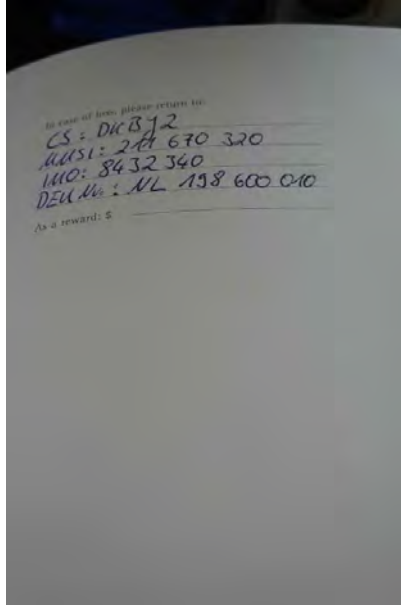
Operator

4. Logbooks

4.1	Does the vessel have appropriate logbook(s) (e.g. official/deck/radio/engine)?	Yes *	No	NA	NS
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Inspector

There is no official log book (not required)
Daily entries are made in note-book and records properly kept.



Operator

Comment if no logbook is available for use.

Comment on appropriate entries in the logbooks.

4.2	Additional Section 4 comments	Yes	No *	NA	NS
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Inspector

Operator

5. Weather-tight integrity

5.1	Is it possible to secure all openings to prevent the ingress of water whilst at sea?	Yes *	No	NA	NS
Inspector	There is no indication of any water ingress. Packing on weather tight doors and sealing surfaces found in good condition. Hatches can be properly secured. [Entrance door to winch room is on the photo] 				
Operator					

Comment if there is unreasonable difficulty doing this.

5.2	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	Hatches leading to Fish hold (on photo) and Net Store are in good condition and closing tight. 				
Operator					

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

5.3	If there are any opening skylights fitted, can they be effectively secured from either side?	Yes	No	NA *	NS
Inspector	There are no Skylights fitted				
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.

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

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

5.5	Can all opening port-lights be effectively secured?	Yes	No	NA *	NS
Inspector	There are no opening port-lights.				
Operator					

Comment on condition of securing arrangements and fittings.

5.6	Are all weathertight closures to ventilators in full working order?	Yes *	No	NA	NS
Inspector	All closing flaps found in proper working condition.				
					
Operator					

5.7	Does the hull and structure of the vessel appear in a good state of repair?	Yes *	No	NA	NS
Inspector	Vessel's hull and structure, in general, appears in good condition. Hull coating was in good condition.				
					
Operator					

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

5.8	When a deck is fitted with bulwarks such that water may be trapped, are there effective draining ports?	Yes *	No	NA	NS
Inspector	Water cannot be trapped on deck.				
					
Operator					

5.9	Are sea inlets and discharges below the waterline fitted with a seacock or other effective means of closure?	Yes *	No	NA	NS
Inspector	Below water outlets are fitted with seacocks.				
Operator					

5.10	Is there evidence of any water leaking into the vessel below decks?	Yes	No *	NA	NS
Inspector	There was no evidence of leaks below decks sighted.				
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.

5.11	If the vessel has a self-righting capability are all safety criteria being met?	Yes	No	NA *	NS
Inspector					
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.

5.12	Additional Section 5 comments	Yes	No *	NA	NS
Inspector					
Operator					

6. Machinery and electrical

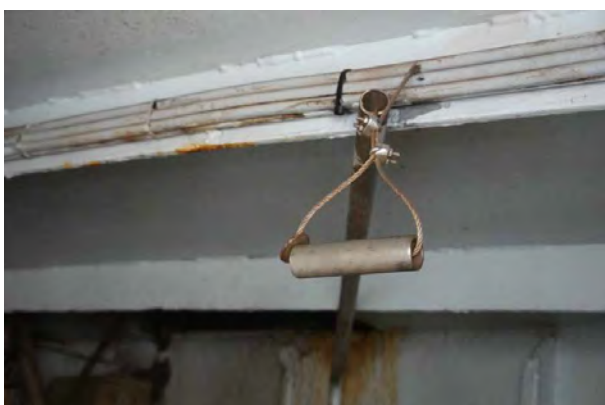
6.1	Are engine/generator machinery and spaces clean and well maintained?	Yes *	No	NA	NS
Inspector	ER spaces are, in general, clean and tidy. Machinery consists of 1 x ME Scania DI16 080M 221kw 1 x DG set Mitsubishi S6S, 59 kW 1 x DG set Mitsubishi S4S DT 36 kW (being newly installed) Machinery is well maintained. 				
Operator					

6.2	Are vent pipes for fuel tanks protected against water ingress by a goose neck or other efficient means?	Yes *	No	NA	NS
Inspector	Vent pipe is next to bunker manifold inside fore-castle, Stbd side. 				
Operator					

6.3	Are vent pipes for fuel and lube oil tanks fitted with a flame or spark arrestor?	Yes *	No	NA	NS
Inspector	As per regulatoty requirements.				
Operator					

6.4	Are there means available to effectively control fuel spillages or leaks from permanent or temporary equipment?	Yes *	No	NA	NS
Inspector	SOPEP equipment. No leaks seen on the hydraulic equipment. Hydraulic hoses were in good condition. [DG sets in ER space. One DG set was renewed and was being prepared for operation by the shore technicians.] 				
Operator					

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

6.5	Is there a safe means of isolating the fuel supply in the event of an emergency?	Yes *	No	NA	NS
Inspector	Quick closing valve is operated from winch-room. Tested during the inspection. 				
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?

6.6	Are there any fuel or oil leaks in the machinery spaces?	Yes	No *	NA	NS
Inspector	No FO or LO leaks sighted. [Detail of the of the Shaft arrangement]				
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.

6.7	Are the bilges empty and free from oil residue?	Yes *	No	NA	NS
Inspector	Bilges were, in general, clean and dry.				
Operator					

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

6.8	When batteries are the sole means of starting the propulsion engine, are there at least two sets of batteries available?	Yes *	No	NA	NS
Inspector	Two sets of Batteries are on board for each engine.				
Operator					

Comment on state and condition of battery arrangements.

6.9	Are there safe means of isolating electrical supplies?	Yes *	No	NA	NS
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Inspector On Main Switch Board and on the Battery box (on photo).



Operator

6.10	Are electrical systems protected from water?	Yes *	No	NA	NS
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Inspector Electrical systems (Main Sw.Board and junction boxes) are well protected from water.
Main switch board is located in ER space.



Operator

Comment on state and effectiveness of protection.

6.11	Are battery spaces adequately ventilated?	Yes *	No	NA	NS
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Inspector Batteries are of sealed type.
Spaces are adequately ventilated.

Operator

6.12	Are all batteries secured firmly to prevent movement?	Yes *	No	NA	NS
Inspector	Batteries are in box, fixed to ship's hull.				
					
Operator					
6.13	Is there adequate and appropriate PPE for personnel checking/maintaining the batteries (e.g. face shields, rubber gloves)?	Yes *	No	NA	NS
Inspector	Batteries are of sealed type - maintenance-free.				
Operator					
6.14	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
Inspector	Emergency lighting tested and escape route checked during the inspection.				
					
Operator					

6.15	If steering by remote control, are there effective means of emergency steering?	Yes *	No	NA	NS
Inspector	Switch-over on the Bridge console. Note: emergency steering procedure was not available (See Summary Page). [Steering gear is on the photo]				
					
Operator					

6.16	Are there two fully working bilge pumps?	Yes *	No	NA	NS
Inspector	There are two fire and GS pumps in ER space.				
					
Operator					
Comment on the condition of bilge pumps and pumping arrangements.					

6.17	Is at least one bilge pump available for duty in an emergency?	Yes *	No	NA	NS
Inspector					
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.

6.18	Is an operating bilge alarm fitted in watertight spaces containing machinery or in cargo holds?	Yes *	No	NA	NS
Inspector	Bilge alarms in ER bilges and in the Fish hold.				
Operator					

6.19	Are operating manuals available for the machinery?	Yes *	No	NA	NS
Inspector	Technical documentstion / manuals located on the Bridge.				
Operator					

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

6.20	Are adequate tools and the manufacturers' recommended emergency spares available for the machinery?	Yes *	No	NA	NS
Inspector	Basic tools and spares on board. [There is a small work bench in ER space. At the time of the inspection this was used by shore technicians.] 				
Operator					

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

6.21	Are maintenance records available for the onboard equipment?	Yes *	No	NA	NS
Inspector	Records available.				
Operator					

Comment on the state and condition of records.

6.22	Is the engine room free from untreated hazards?	Yes *	No	NA	NS
Inspector	No untreated hazards identified. [ER space is entered through the door and the hatch from Day room]				
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)

6.23	Does the vessel have a planned maintenance system in place covering critical equipment and spares?	Yes *	No	NA	NS
Inspector	PMS is based on machinery running hours. Records / schedules are kept in maintenance log-book.				
Operator					

Are critical equipment spares defined onboard the vessel and is a current list available?

(Ref ISM 10.3 and flag state requirements)

6.24	Is the external fuel transfer system in a well maintained and operational condition?	Yes *	No	NA	NS
Inspector	There is no external FO transfer system installed.				
Operator					

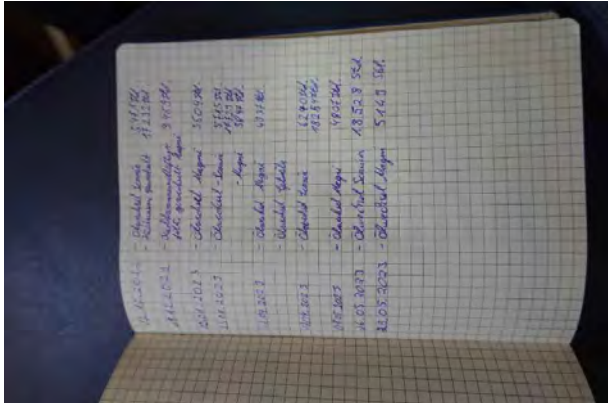
Comment on the condition of system connections (signs of leaks, corrosion, etc.)

Comment on the maintenance and condition of the dry-break coupling.

Has a risk assessment been made for the transfer process?

Are formal fuel transfer procedures and checklist in place?

Is scheduled pressure test of system carried out and recorded?

6.25 Additional Section 6 comments		Yes	No *	NA	NS
Inspector	[Detail from the Maintenance Log-Book]				
Operator					

7. Stability

7.1	If required does the vessel have an approved stability information booklet onboard?	Yes *	No	NA	NS
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Inspector Stability booklet approved: 2015-07-27

Operator

7.2	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

Operator

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

7.3	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 Stability information pre-calculated cases are used.
Vessel is not carrying cargo except fish.

Operator

Comment on condition of records and date of most recent review.

Comment on system of review of records by company management.

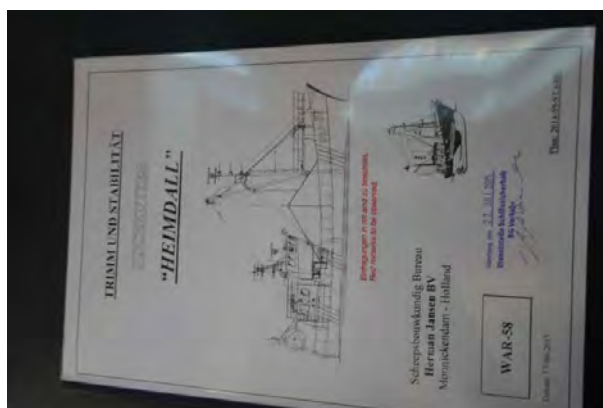
7.4	Are the crew familiar with the stability issues with regards to winches and lifting operations?	Yes *	No	NA	NS
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Inspector Master is familiar, but there are no stability issues during operation (mainly fishing).

Operator

7.5	Additional Section 7 comments	Yes	No *	NA	NS
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Inspector [Approved Stability booklet]



Operator

8. Freeboard

8.1	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 Free-board marks are not required

Operator

Note: Comment on if the markings are clearly visible.

8.2	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

Operator

8.3	Additional Section 8 comments	Yes	No *	NA	NS
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Inspector

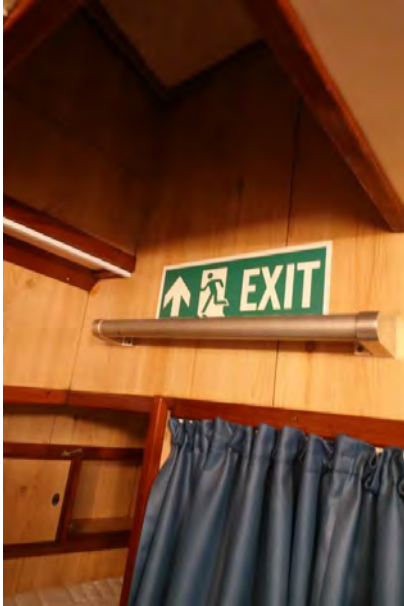
Operator

9. Escape

9.1 Are there at least two means of escape from any occupied space?		Yes *	No	NA	NS
Inspector	There is only one access / exit to fish hold and net store. This spaces are only occasionally occupied. There are emergency exits from ER (on photo) and crew quarters.				
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.

9.2	Are means of escape clearly marked and the escape route adequately illuminated?	Yes *	No	NA	NS
Inspector	On photo is an emergency exit from crew quarters. Hatch opening key handle provided from outside. 				
Operator					

9.3	If there are not at least two means of escape, are there fire detectors fitted in the space?	Yes	No	NA *	NS
Inspector					
Operator					

9.4	Additional Section 9 comments?	Yes	No *	NA	NS
Inspector	[Emergency Exit from crew accommodation to aft deck] 				
Operator					

10. Fire

10.1	Are fire detectors and fire call points, where fitted, in working order?	Yes *	No	NA	NS
Inspector	Alarm monitoring on the Bridge. Four smoke detectors - these are located on the Bridge, Crew quarters, Kitchenette / day room and in ER space. [On photo is a fire protection panel at the ER entrance] 				
Operator					

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

10.2	If no fire detectors are fitted, are adequate procedures in place to detect smoke or fire?	Yes *	No	NA	NS
Inspector	Smoke detectors are fitted as required. 				
Operator					

Comment on what these alternative procedures are.

10.3	Is/are the vessel's fire pump(s) working and available?	Yes *	No	NA	NS
Inspector	Two Fire and GS pumps are located in ER space,				
					
Operator					

This may be a manual or power driven pump.

10.4	Is a working emergency fire pump available outside the machinery space?	Yes *	No	NA	NS
Inspector	Emergency fire pump is located in net store.				
					
Operator					

10.5	If fitted, can fire hose(s) deliver a jet of water to any part of the vessel?	Yes *	No	NA	NS
Inspector	Visually checked				
Operator					

10.6	If available, does the jet/spray nozzle work properly on the fire hose?	Yes *	No	NA	NS
Inspector	Visually checked				
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	Portable extinguishers available as per Safety and Fire plan. Portable extinguishers: 4 x 6kg DP 1 x 5kg CO2 1 x 2 kg CO2 Next inspection by authorized company: 08/2024 				
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	STAT-X Next inspection: 08/2024 				
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.

10.9	Is there a fire blanket in the galley/pantry/cooking area?	Yes *	No	NA	NS
Inspector	Fire blanket in place. 				
Operator					

10.10	Do crew members know how to operate firefighting equipment?	Yes *	No	NA	NS
Inspector	Fire drill and equipment demonstration was held on previous day (2023-08-07).				
Operator					

10.11 Additional Section 10 comments?		Yes	No *	NA	NS
Inspector	[Fire and Safety Plan is posted] 				
Operator					

11. Radio

11.1	Is the radio equipment in good working order?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector

A1

Radio Station license issued: 2015-02-03

[On the photo is a part of the Bridge console, with comm. equipment]



Operator

Note: Radio installation and vessel's radio licence, should be in accordance with each other.

Safety radio equipment should be tested at regular intervals eg. prior to sailing, weekly or monthly.

11.2	Has the vessel had a recent Class radio survey, or radio verification report (eg. Mecal), or annual UK Code survey which physically tested the equipment?	Yes *	No	NA	NS
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Inspector

GMDSS radio survey performed: 2022-08-11

This year radio survey is planned for Büsum on 2023-08-14.

Operator

Note: Not all eMISW vessels are required to carry a radio logbook, however a standard exists for testing radio equipment, vessels are recommended to follow standard SOLAS GMDSS requirements for daily, weekly and monthly checks of battery voltage, back-up supply, DSC self-test, DSC external test etc. Operators who have their own customised deck logbooks may have incorporated these tests into the logbook daily pages, so they have a record.

11.3	Is the crew familiar with the correct operation of the radio equipment?	Yes *	No	NA	NS
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Inspector

Master

Operator

11.4	Is an emergency position indicating radio beacon (EPIRB) fitted? Is the hydrostatic release unit (HRU) fitted correctly?	Yes *	No	NA	NS
Inspector	HRU: 01/2025 Battery: 07/2030 				
Operator					

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.

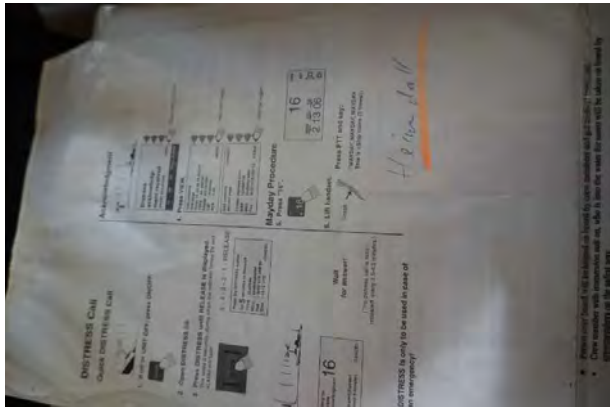
11.5	Is a search and rescue transponder (SART) fitted?	Yes *	No	NA	NS
Inspector	SART Battery: 01/2027 				
Operator					

Note: The fitting of a SART may be a recommendation or a requirement depending upon the local maritime administration

11.6	Is a Navtex receiver fitted?	Yes *	No	NA	NS
Inspector	Navtex is located on the Bridge. 				
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.

11.7	Are the required crew members with an approved certificate for operation of the radio equipment onboard?	Yes *	No	NA	NS
Inspector	Master				
Operator					

11.8	Are cards available giving a clear summary of the radio telephone distress, urgency and safety procedures?	Yes *	No	NA	NS
Inspector	Available on the Bridge				
					
Operator					

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

11.9	Are there clear instructions for the operation of the hand held VHF radios?	Yes *	No	NA	NS
Inspector	Instruction on the radio				
Operator					

11.10	Are the batteries for the radio station in good working condition and securely stowed?	Yes *	No	NA	NS
Inspector	Batteries located on the 'life-rafts' deck, aft of the Bridge.				
					
Operator					

11.11	Are sealed spare batteries for the hand held VHF radio(s) available and charged?	Yes *	No	NA	NS
Inspector	Portable GMDSS Radios batteries: 1 x 01/2027 				
Operator					

Comment on the number of spare batteries and routine for checking battery life.

11.12	Is the vessel's call sign and Maritime Mobile Service Identity (MMSI) clearly displayed?	Yes *	No	NA	NS
Inspector	On the Bridge, next to communication equipment. 				
Operator					

11.13	Additional Section 11 comments?	Yes	No *	NA	NS
Inspector					
Operator					

12. Navigation equipment

12.1	Are navigation lights in good working order?	Yes *	No	NA	NS
Inspector	Navigation and signal lights tested during the inspection and found in order. (Navigation lights panel on the Bridge)				
Operator					

Note: Including secondary system if fitted.

12.2	Is there a means of making an efficient sound signal?	Yes *	No	NA	NS
Inspector	Horn, located abaft the Bridge.				
Operator					

12.3	Are navigational day shapes available?	Yes *	No	NA	NS
Inspector	Day shapes are available (in nets store)				
					
Operator					

12.4	Is the magnetic compass in working order?	Yes *	No	NA	NS
Inspector	Next deviation check ordered for 2023-08-14.				
					
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.

12.5	Is a global navigation satellite system or a terrestrial radio navigation system available?	Yes *	No	NA	NS
Inspector	1 x GPS - Operational				
					
Operator					

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

12.6	Is there means of measuring the speed through the water and/or distance covered?	Yes	No	NA *	NS
Inspector					
Operator					

12.7	If an echo sounder is fitted is it in working order?	Yes *	No	NA	NS
Inspector	2 x Echo sounders are in good working condition. One tested during the inspection.				
					
Operator					

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

12.8	Are approved, current, corrected charts available?	Yes *	No	NA	NS
Inspector	Charts on board for area of operation. ECDIS installed and updated as required.				
					
Operator					

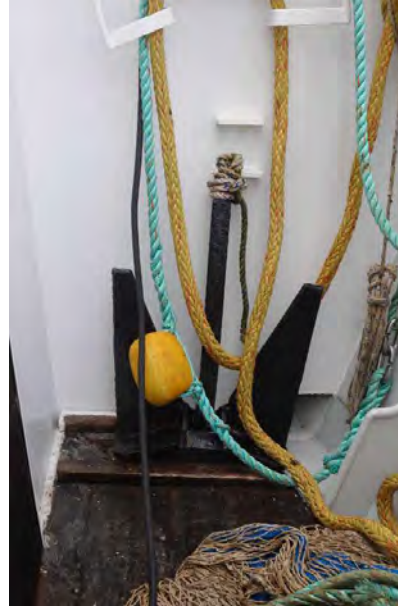
Note: An electronic chart plotting system complying with appropriate maritime administration requirements may be fitted in place of a chart outfit.

12.9	Are relevant publications onboard? Are current tide tables available?	Yes *	No	NA	NS
Inspector	Some publications are hard copy, e.g. Tide tables, other required publications over internet.				
					
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?

12.10	Is an efficient waterproof signalling lamp suitable for Morse signalling provided?	Yes	No	NA *	NS
Inspector					
Operator					
12.11	Is an efficient radar reflector fitted?	Yes	No	NA *	NS
Inspector	AIS				
Operator					

12.12	Is there a working fixed or portable searchlight for a vessel that may operate in darkness?	Yes *	No	NA	NS
Inspector	There is one fixed search-light, above fore-castle. There are also flood-lights to illuminate sides and stern area. 				
Operator					

12.13	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
Inspector	Two anchors on board. These have to be dropped over-the-side by hand. 				
Operator					

12.14 Additional Section 12 comments?		Yes	No *	NA	NS
Inspector	[View of the Nav. Bridge] 				
Operator					

13. Navigation

13.1	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 No formal policy - Master is also Owner of the vessel.
Available:
- Master's Standing Orders
- Bridge Procedures Guide.
- BG Verkehr regulations related to Safety of Navigation.

Operator

13.2	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
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Inspector Project documentation followed.

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: IMO A.893 states, '1.2 The need for voyage and passage planning applies to all vessels.'
SOLAS Chapter V, Regulation 34 applies to all vessels.

13.3	Does the vessel have written procedures for entry into a 500-metre zone?	Yes	No	NA	NS *
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Inspector Following Clients instructions where applicable.

Operator

13.4	Are up-to-date navigation warnings and weather forecasts available?	Yes *	No	NA	NS
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Inspector Weather forecast via Wether-Infobox
Any nav. warnings are received via Navtex or VHF.



Operator

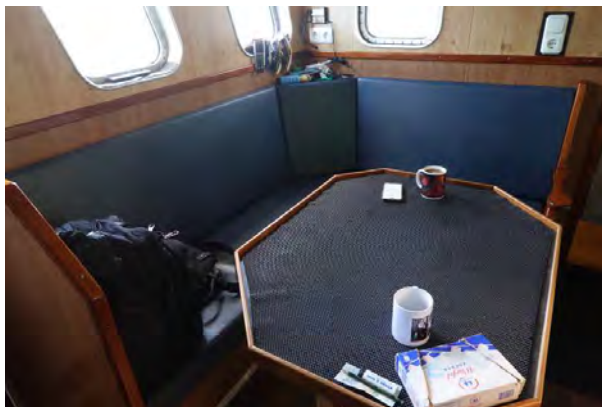
Comment on the routine for how these are provided to the vessel.

13.5 Additional Section 13 comments?		Yes	No *	NA	NS
Inspector	[Other view of the Navigation Bridge] 				
Operator					

14. Accommodation

14.1	Is all heavy equipment in the accommodation secured?	Yes *	No	NA	NS
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Inspector Any equipment in accommodation area is adequately secured.
Accommodation area consists of kitchenette, day room /mess, and common crew quarters.



Operator

14.2	Is there an efficient working ventilation system for confined spaces that may be entered by personnel?	Yes *	No	NA	NS
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Inspector

Operator

(Ref IMCA SEL 034 - Working in confined spaces)

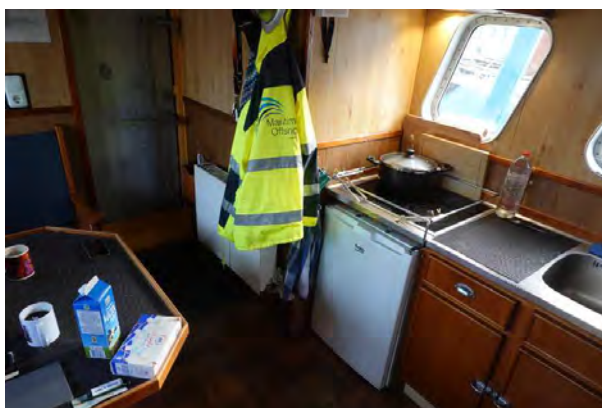
14.3	Are there adequate stowage facilities for personal effects/luggage for the passengers when embarked?	Yes *	No	NA	NS
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Inspector In general, there are no 'passengers' on board this vessel. Personal storage lockers are available in common cabin (sleeping quarters).

Operator

14.4	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
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Inspector Day room/kitchenette



Operator

14.5	Are there adequate toilet facilities for the proposed passengers?	Yes *	No	NA	NS
Inspector	There is one common sanitary space, accessible from aft deck, next to entry to deck house.				
					
Operator					

14.6	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
Inspector					
Operator					

'No' not generate a finding.

14.7	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	Kitchenette facilities are adequate.				
					
Operator					

14.8	Are there adequate means for the safe storage and handling of food supplies, including frozen and chilled where required?	Yes *	No	NA	NS
Inspector	Food storage facilities are adequate. One freezer is located in Nets Store (on photo). Additional refrigerated stores can be kept in Fish hold (cold boxes). 				
Operator					
14.9	Is there adequate ventilation to all accommodation spaces including air conditioning and/or sufficient means of heating if appropriate?	Yes *	No	NA	NS
Inspector	Ventilation is adequate. There is no air condition provided in accommodation area.				
Operator					
14.10	Is there adequate electric lighting?	Yes *	No	NA	NS
Inspector	Electric lighting is adequate.				
Operator					
14.11	Is there an adequate supply of fresh drinking water?	Yes *	No	NA	NS
Inspector	Bottled water is used.				
Operator					
14.12	Are there potable water testing routines that include legionella testing?	Yes *	No	NA	NS
Inspector	Routines in place. Fresh water Certificate issued: 2023-07-03				
Operator					

14.13	Is there a bunk or cot for all those that will be onboard?	Yes *	No	NA	NS
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Inspector There is one common cabin, with 6 bunks in total.



Operator

14.14	Additional Section 14 comments?	Yes	No *	NA	NS
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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	There is adequate supply of PPE on board. Inflatable work vests next inspection: 02/2024 				
Operator					

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

15.2	Is there a safe means of access to and from the vessel?	Yes *	No	NA	NS
Inspector	Access was directly from the dock. There is no gangway on board. Bulwark step-ladder is available.				
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?

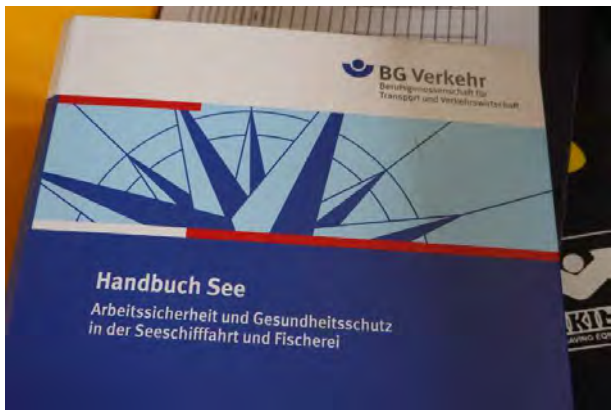
Comment on maintenance and inspection routines for the gangway.

15.3	Is there a procedure for the transfer of personnel to and from an offshore structure and other vessels?	Yes	No	NA *	NS
Inspector	No personnel transfer to off-shore structures.				
Operator					

A procedure for transfer of passengers to and from the vessel to an offshore structure or other vessel must be available onboard 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)

15.4	Is there evidence of compliance with the company's HSE management system?	Yes *	No	NA	NS
Inspector	There is no formal Company HSE system (Master/Owner). BG Verkehr regulations are followed as applicable. There are various HSE procedures available / in use. 				
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.

15.5	Are risk assessments conducted onboard where necessary?	Yes	No	NA	NS *
Inspector	RA template available.				
Operator					

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

15.6	Does the safety management system address regulatory requirements and industry guidance?	Yes	No	NA *	NS
Inspector	No Formal Safety Management system as such, German legislation followed.				
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.

15.7	Is there a formal management of change policy in place?	Yes	No	NA	NS *
Inspector					
Operator					

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

If 'No' is selected then please provide details in the comments box of what arrangements are in place. 'No' does not generate a finding.

15.8	Is a permit to work (PTW) system in use onboard?	Yes	No	NA	NS *
Inspector					
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

15.9	Are enclosed spaces and controls for entry defined onboard?	Yes	No	NA *	NS
Inspector	No formal procedures. No enclosed spaces (like tanks and cofferdams) are entered by the ship's 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.

15.10	Are procedures used for carrying out hot work on the vessel?	Yes	No	NA	NS *
Inspector	No hot work performed by the crew. Any hot work would be performed by the outside contractors.				
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.

15.11	Are there adequate guardrails around the deck?	Yes *	No	NA	NS
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Inspector Guard rails on the fo'csle area and the deck behind the Bridge are adequate.



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.

15.12	Are there at least two safety harnesses onboard and additional harnesses for all those required to work on deck?	Yes *	No	NA	NS
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Inspector 2 x Safety harnesses available.



Operator

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

15.13	Is the surface of the working deck non-slip?	Yes *	No	NA	NS
Inspector	Working deck is wood lined. Lining is in good condition. Fo'csle deck and the deck behind the Bridge are non-skid coated. Outside ladders (to Bridge deck) are steep but in good condition (on photo). 				
Operator					

15.14	Are personnel provided with protective clothing appropriate to the prevailing air and sea temperatures?	Yes *	No	NA	NS
Inspector					
Operator					

15.15	If the mean seawater temperature is 15°C or less, is there an approved survival suit for each person onboard?	Yes *	No	NA	NS
Inspector	There are 6 immersion suits on board. Last 3 year inspection: 2022-02-26 				
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.

15.16	Have measures been taken to prevent personnel being exposed to noise levels that exceed 80dB (A)?	Yes *	No	NA	NS
Inspector	Warning signs displayed. Ear-mufflers available. 				
Operator					

Are noise-warning signs posted as appropriate?

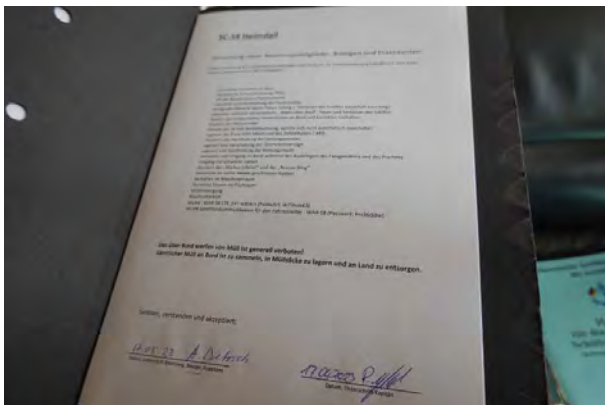
Comment on the provision of ear defenders and the appropriate signage to areas greater than 80dB (A).

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

15.17	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	Safety induction is carried out for new crew and before project work.				
Operator					

Note:

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

15.18	Are personnel visiting the vessel given an appropriate safety briefing?	Yes *	No	NA	NS
Inspector	Safety information is available. [Induction form for personnel boarding and sailing with the vessel is on the photo] 				
Operator					

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

15.19	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
Inspector	Project documentation.				
Operator					

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

15.20	Are formal written emergency procedures provided for man-overboard, collision, emergency towing, grounding, fire, explosion, gas or toxic vapour release?	Yes *	No	NA	NS
Inspector	Procedures are available in 'Emergency Procedures' folder. 				
Operator					

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

15.21	Is a record of emergency training drills and exercises maintained?	Yes *	No	NA	NS
Inspector	Drills are carried out prior project. Last MOB drill and Fire drill were carried out on previous day.				
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.

15.22	Is there an up to-date onshore/offshore emergency response plan/manual?	Yes *	No	NA	NS
Inspector	The Master is also owner of the vessel. Emergency contact information is available.				
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	Ample Medical stores and Defibrillator are on board, partly located in Crew quarters and partly in Nets Store (on photo). Next Medical stores / equipment inspection: 2024-08-09. 				
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	Note: There was some paint in Fish Hold. This is only for the duration of this maintenance period, and will be removed from ship is back to work. 				
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 onboard by third parties - material safety data sheets etc.

15.25	Is there an asbestos management system?	Yes *	No	NA	NS
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Inspector There is a folder with contractors / vendors statements that only asbestos-free materials were supplied / used during repairs and instalation of new equipment.

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.

15.26	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 Safe Work Procedures

Operator

Is there evidence that the crew have a proactive approach to safety issues? For example, routine scheduled safety inspections.

15.27	Additional Section 15 comments?	Yes	No *	NA	NS
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Inspector [Instructions for safety at work on fishing vessels]



Operator

16. Crane

16.1	Is there a valid test certificate for the crane if fitted?	Yes	No	NA *	NS
Inspector	There is no crane on board. There are two derricks on board used for fishing and lifting. Last load test: 2021-09-08 There are 'A' frames on ship sides, next to the deck house. These are used for fishing.				
Operator					

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

16.2	Is the crane wire appropriately rated for the crane's safe working load (SWL) rating plate?	Yes *	No	NA	NS
Inspector	Derick wires and chains are in good condition. There is an elaborate management plan on board for dericks and the equipment (on photo)				
					
Operator					

16.3	Is there a competent crane operator onboard?	Yes *	No	NA	NS
Inspector	Crew is trained to handle lifting equipment.				
Operator					

Comment on whether the crew responsible for handling loads hold a slinger and signaller qualification?

Are the crew associated with handling loads competent in slinger and signaller techniques?

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

16.4 Additional Section 16 comments?		Yes	No *	NA	NS
Inspector					
Operator					

17. Manning

17.1	Does the crew have valid certificates of competency as required, including flag state endorsements if applicable?	Yes *	No	NA	NS
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Inspector On board personnel is appropriately certified.

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)

17.2	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
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Inspector Minimum Safe Manning Certificate valid till: 2024-09-29

Master and two Deck hands were on board during the inspection.

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?

17.3	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 Master.

Operator

17.4	Is there at least one person onboard who holds an approved medical first aid certificate?	Yes *	No	NA	NS
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Inspector Master.

Operator

17.5	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 Master.

Operator

17.6	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 Some appliances tested / demonstrated during the inspection.

Operator

17.7	Do critical personnel (e.g. captain, chief officer & chief engineer) complete a handover period including familiarisation appropriate to their position?	Yes *	No	NA	NS
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Inspector Not applicable - Owner is also Master of the vessel, and on board when the vessel is in operation.

Operator

17.8	Are periods of crew hours of work and rest recorded?	Yes *	No	NA	NS
Inspector	Work and Rest hours are recorded as per BG Verkehr requirements.				
					
Operator					

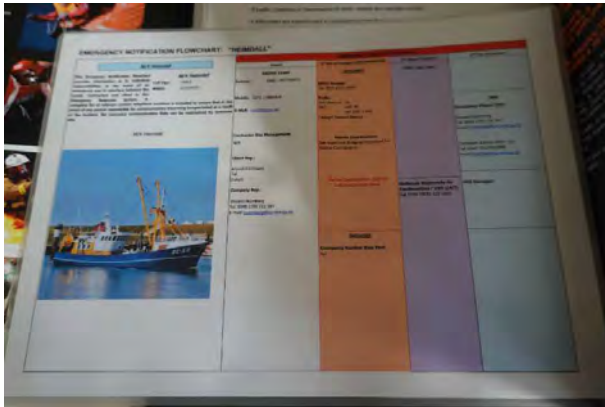
Note: Under MLC and STCW requirements ship-owners are required to individually record crew hours of work and rest. (MLC Regulation 2.3 and STCW A viii/1 refer)

17.9	Is there a maximum contract duration for officers/crew?	Yes	No	NA *	NS
Inspector					
Operator					

State the maximum duration.

17.10	Additional Section 17 comments?	Yes	No *	NA	NS
Inspector					
Operator					

18. Reporting

18.1	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	Master is aware of his duty to report any incident to flag-state / authorities. There were no recent accidents / incidents on board this vessel.				
Operator					
18.2	Is there evidence of near misses being reported, investigated and followed up?	Yes	No	NA *	NS
Inspector					
Operator					
18.3	Additional Section 18 comments?	Yes	No *	NA	NS
Inspector	[Emergency notification flow-chart is on the photo]				
					
Operator					

19. Clean seas

19.1	Are adequate arrangements in place to prevent the discharge of sewage in prohibited areas?	Yes	No	NA *	NS
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Inspector The vessel has an Dispensation regarding sewage holding tank, issued by the BSH.

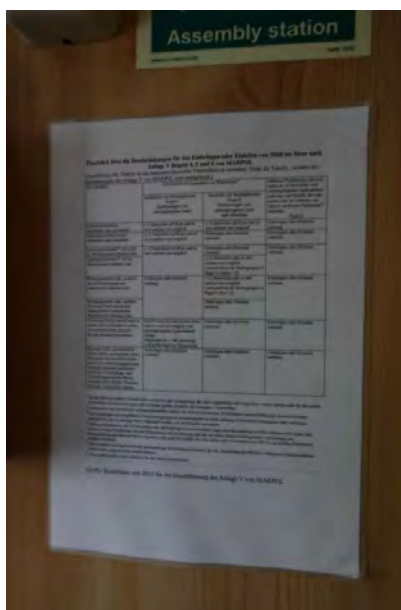
Operator

Are prohibited areas for sewage discharge identified?

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

19.2	Are arrangements in place for the retention of garbage onboard?	Yes *	No	NA	NS
-------------	---	----------	----	----	----

Inspector Garbage is segregated as required.
Garbage placard displayed in day-room.



Operator

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

Inspector No records maintained (apparently not required by the German law)

Operator

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

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

Inspector Any oily waste is discharged ashore.
No ORB kept, but bunker receipts available

Operator

19.5	Are arrangements in place for the prevention of discharge of oil/oil-contaminated water overboard?	Yes *	No	NA	NS
Inspector	- SOPEP equipment, located in net store. 				
Operator					

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.

19.6	Additional Section 19 comments?	Yes	No *	NA	NS
Inspector					
Operator					

20. Life saving appliances

20.1	Is/are there a life raft(s) onboard sufficient for the proposed maximum POB?	Yes *	No	NA	NS
Inspector	There is 1 x 6 persons life rafts on stbd side (New - on photo) Next inspection: 12/2025 (30 months); HRU: 12/2025 There is 1 x 6 persons life-raft on Port side Next inspection: 05/2024 (12 months); HRU: 09/2024 				
Operator					

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

20.2	Are the number and type of life buoys as required and are they in satisfactory condition?	Yes *	No	NA	NS
Inspector	As per safety plan. 				
Operator					

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

20.3	Is there an approved life jacket for every person carried on the vessel?	Yes *	No	NA	NS
Inspector	6 x Life jacket. Lj. lights: 12/2026 4 x inflatable work vests, Next inspection: 02/2024 (with AIS marker)				
					
Operator					

20.4	Are there the required number and type of pyrotechnic distress signals onboard the workboat?	Yes *	No	NA	NS
Inspector	Parachute flares: 9 x 01/2024, 6x 07/2026 Hand flares: 6 x 10/2025 Smoke signals: 3X 07/2026				
					
Operator					

20.5	Is effective emergency lighting provided to illuminate survival craft launching and embarkation areas?	Yes *	No	NA	NS
Inspector	Checked during the inspection. 24 V system.				
Operator					

20.6	Is effective emergency lighting provided to illuminate man-overboard (MOB) rescue equipment and recovery area?	Yes *	No	NA	NS
Inspector	Checked during the inspection. 24 V system.				
Operator					

Comment on the condition, effectiveness and ease of operation.

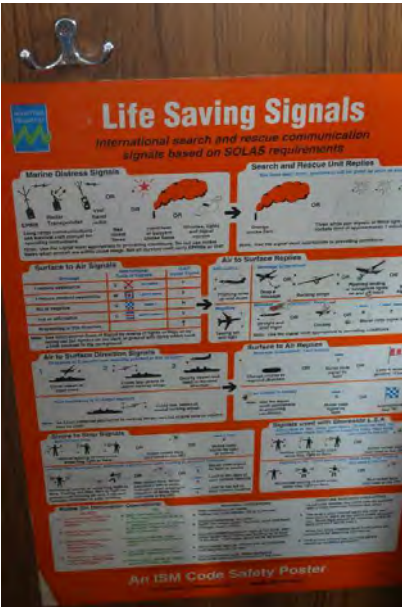
Note any provision of emergency lighting for man-overboard rescue.

20.7	Is there a thermal protective aid for every person carried on the workboat?	Yes *	No	NA	NS
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Inspector	6 pcs on board				
					
Operator					

20.8	Are there effective means to recover a person from the water?	Yes *	No	NA	NS
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Inspector	MOB equipment on board: - Rescue sling (located in Nets Store) - Marcus net (Box located under foc'sle, but the net deployed on aft deck) - Jason cradle (located under foc'sle)				
					
Operator					

20.9	Are life-saving signal tables available?	Yes *	No	NA	NS
Inspector	Posted on the Bridge 				
Operator					

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

20.10	Is there a means of sounding a general alarm in the event of an emergency?	Yes *	No	NA	NS
Inspector	Alarm panel and push-button on the Bridge.				
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.

20.11 Is there a training manual for use of life saving appliances (LSA)?		Yes *	No	NA	NS
Inspector	- BG Verkehr manual for life-saving appliances and fire-fighting - Equipment manuals.				
Operator					

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

20.12 Are there instructions for onboard maintenance of the LSA?		Yes *	No	NA	NS
Inspector	As per equipment manuals.				
Operator					

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

20.13 Additional Section 20 comments?		Yes	No *	NA	NS
Inspector	[Markus Net ready on aft deck, Port side.]				
Operator					

21. Mooring and berthing

21.1	Are there adequate mooring points on the vessel?	Yes *	No	NA	NS
Inspector	Bits are adequate. Note: Bits and lifting points are not marked with the SWL.				
					
Operator					

21.2	Is there a sufficient number of mooring lines in good condition?	Yes *	No	NA	NS
Inspector	Mooring lines are in good condition.				
					
Operator					

21.3	Are mooring winches and fairleads in good condition?	Yes	No	NA *	NS
Inspector	There are no mooring winches or fairleads on board for mooring purposes.				
Operator					

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

21.4	Is adequate fendering available?	Yes *	No	NA	NS
Inspector	Tire fenders in use.				
Operator					

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

21.5	Additional Section 21 comments?	Yes	No *	NA	NS
Inspector					
Operator					

22. Vessel and cyber security

22.1	Is the vessel required to have an approved ship security plan that meets (ISPS) code requirements?	Yes	No	NA *	NS
Inspector	This is a fishing vessel below convention tonnage.				
Operator					

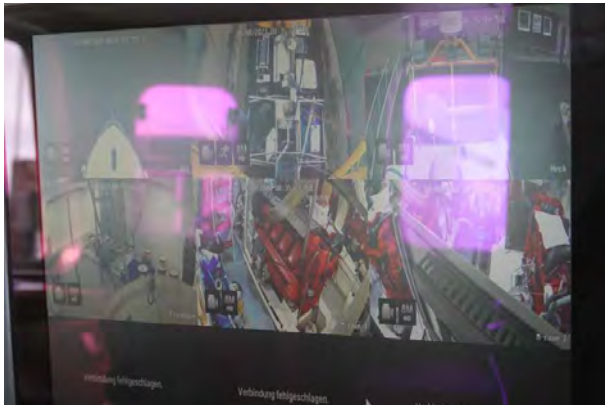
Note: Not mandatory for vessels under 500GT

22.2	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					
Operator					

If a vessel is not required to have a ship security plan, verify that security procedures are in place onboard 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)

22.3	Does the vessel have specific port security procedures covering visitors, storing and vessel gangway watchkeeping requirements?	Yes	No	NA *	NS
Inspector	[There is a CCTV system on board] 				
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)

22.4	Does the vessel have a cyber security management system and/or a cyber security plan?	Yes	No	NA	NS *
Inspector	No system in place - not applicable on this vessel since there is no equipment (Server, network, etc).				
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)

22.5	Is connection of personal IT devices such as phones, tablets and laptops to the ships network controlled?	Yes	No	NA *	NS
Inspector	There is no network				
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)

22.6	Are there formal interfacing procedures and protocols in place for visitors, technicians, port officials, etc. to use their equipment onboard?	Yes	No	NA	NS *
Inspector	Visitors cannot connect to ship's equipment. Note: there is a Sat Internet system on board, which can be used by the Client personnel. They have to provide own communication provider pin-card.				
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)

22.7	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 *
Inspector	There is no ship's equipment, such as computer or network. Master is using his own lap-top and mobile phone.				
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)

22.8	Are there measures to ensure the integrity of electronic chart display systems if fitted?	Yes	No	NA *	NS
Inspector					
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.

22.9	Additional Section 24 comments?	Yes	No *	NA	NS
Inspector					
Operator					

Appendix. Additional Images

Photo 1	
Inspector	Vessel in Norddeich, view from the Port side fwd. 
Operator	
Photo 2	
Inspector	View of the vessel from Port side aft. 
Operator	
Photo 3	
Inspector	View of the vessel from Stbd side aft. 
Operator	

Photo 4

Inspector View of the vessel from Fwd.



Operator

Photo 5

Inspector View towards fwd from abaft the Bridge.



Operator

Photo 6

Inspector View of the fish processing area from abaft the Bridge.



Operator

Photo 7

Inspector View of the Stbd trawling gear.



Operator

Photo 8

Inspector View of the work deck, Port side. Entry hatch to Fish Hold can be seen.



Operator

Disclaimer

The MISW Audit / Inspection was limited to visual and accessible areas only, and has covered representative samples of the QHSE System.

The Audit / Inspection has been conducted to the level necessary for the Inspector to verify that the QHSE system is implemented and to verify the operational and technical status of the vessel.

Hence it must not be assumed that non-conformities, other than those identified under 'Observations', do not exist.