



# Common Marine Inspection Document for Small Workboats

**IMCA M 189 (eMISW) Issue 6.1**  
**December 2022**



Vessel name:  
IMO number:  
Date inspected:

**Thor**  
**8438631**  
**05 Sep 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

<b>Report completed by</b> <i>(inspector's name)</i>	Capt Jozef Cerjak	<b>Date</b>	05 Sep 2023
<b>Inspector's employer</b>	Cerjak	<b>Inspector's ID</b>	00175
<b>Company on whose behalf inspection is carried out</b>	R.Ahnfeld e.K.		
<b>Report summary seen and discussed by</b> <i>(master or delegated representative's name)</i>	Jack Dettmann		
<b>Place of inspection</b>	Büsum		
<b>Vessel operation at time of inspection</b>	Idle		

Vessel was inspected in Büsum, Germany.  
This is a fishing vessel, also working offshore for wind-farms' research. The vessel is equipped for sampling Benthos organisms.  
The vessel was presented for inspection by the Master and accompanied by the '50 Hertz' representative.

General observations:  
Vessel is properly maintained, in general, clean and tidy. Propulsion, navigation and communication equipment is apparently in good working order. Various tests were carried out, e.g. navigation and signal lights, emergency lighting, etc. and equipment found in order.

Observations, to be taken in consideration, as applicable:

- SART battery will expire 10/2023.
- Ventilation closing sealing edges need attention.
- Net store; house-keeping to be improved. Access to spare anchor to be cleared of various gear.
- ER spaces; house-keeping to be improved.
- Stickers to be placed on Net store access hatch, identifying SOPEP kit and Quick Closing valves.
- There is some oil in Bunker manifold save-all.
- Mooring bits are not marked with SWL.
- Emergency exit from ER space to be identified from outside.

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](http://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	2023-09-05
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)	Master: Jack Dettmann		
Place of inspection	Büsum		
Vessel operation at time of inspection	Idle		


Vessel was inspected in Büsum, Germany.  
This is a fishing vessel, also working offshore for wind-farms' research. The vessel is equipped for sampling Benthos organisms.  
The vessel was presented for inspection by the Master and accompanied by the '50 Hertz' representative.

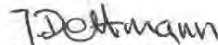
General observations:  
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Observations, to be taken in consideration, as applicable:

- SART battery will expire 10/2023.
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Various matters regarding safety and operation were discussed during closing meeting.

  
 Inspector: Capt. J. Cerjak

  
 Master: Jack Dettmann

## 1. Vessel particulars

	Requested Information
Name of vessel	Thor
Type of vessel	Fishing vessel, Offshore Windfarm Research, Equipped for Bottom Sampling on Benthos Organisms, Fishery Survey, Guard vessel
Detail of engines, berths and any special features	Caterpillar 3406, 221 kW 2 x Generator Perkins, 60 kVA
Length overall (LOA) - in metres	20
Gross tonnage	79
Previous name(s)	Cicilie
Vessel owner/operator - name	Robert Ahnfeld e.K.
Vessel owner/operator - address	Drosselstieg 2 23730 Neustadt in Holstein Germany
Vessel owner/operator - tel	Company: +49 172 4093412 Ship: +49 171 3547804
Vessel owner/operator - email	Company: r.ahnfeld@gmx.net Ship: sc35thor@gmx.de
Date current vessel operator assumed responsibility for vessel	01.03.2023
Manning agent - name	
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	2023-02-28
If the vessel has changed flag within the past six months, report previous flag, otherwise select 'Not applicable'	Denmark
Port of registry	Büsum
Classification society (if applicable)	Other
Since 'Other' was selected the details provided are as follows	BG-Verkehr (National Ship Safety Division)
If the vessel has changed class within the past six months, report date of change	2023-02-28
If the vessel has changed class within the past six months, report previous classification society	Other
Since 'Other' was selected the details provided are as follows	Danish Maritime Authority
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)	2023-05-05
Valid until	2028-03-06
Issued by	BG-Verkehr (National Ship Safety Division)
Last annual inspection	2023-03-07
Total allowance number of persons on board (PoB)	6

**2. Certificates and publications**

<b>2.1</b>	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: 2023-08-29 There was one outstanding (fire alarm mal-function). this was rectified..
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.

<b>2.2</b>	Are all statutory certificates issued by RO or flag state valid and in date?	Yes *	No	NA	NS
------------	--	----------	----	----	----

Inspector	Certificate of Registry issued: 2023-03-27 Fishing Vessel Safety Certificate: issued: 2023-05-05, valid till 2028-03-06
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.)

<b>2.3</b>	Does the vessel carry valid certificates of insurance?	Yes *	No	NA	NS
------------	--	----------	----	----	----

Inspector	P&I - valid: 2024-02-14 (Post & Co) H&M - valid 2024-02-13 (Hermann Firgau)
Operator	

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

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

<b>2.4</b>	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)?

<b>2.5</b>	Additional Section 2 comments?	Yes	No *	NA	NS
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Inspector	
Operator	

**3. Inspection**

<b>3.1</b>	Has the vessel a copy of the latest port state inspection onboard?	Yes	No	NA *	NS
------------	--	-----	----	---------	----

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.

<b>3.2</b>	Has the vessel a copy of the latest eMISW onboard?	Yes	No	NA *	NS
------------	--	-----	----	---------	----

Inspector There was no eMISW inspection on board this vessel to-date.

Operator

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

Company, date and relevant findings (if any).

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

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

<b>3.3</b>	Are there any pending conditions of class or pending class memoranda?	Yes	No *	NA	NS
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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).

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

Operator



**4. Logbooks**

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

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

Operator

**5. Weather-tight integrity**

<b>5.1</b>	Is it possible to secure all openings to prevent the ingress of water whilst at sea?	Yes *	No	NA	NS
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Inspector There is no indication of any water ingress. Hatches can be properly secured.  
Packing on weather tight doors found in good condition.  
Note: sealing surfaces need attention (See Summary Page).



Operator

Comment if there is unreasonable difficulty doing this.

<b>5.2</b>	Are doors located on or above the weather deck, which give access to spaces below, weather-tight and able to be operated from either side?	Yes *	No	NA	NS
------------	--	----------	----	----	----

Inspector Weather tight doors are in good condition and closing tight.



Operator

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

<b>5.3</b>	If there are any opening skylights fitted, can they be effectively secured from either side?	Yes	No	NA *	NS
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Inspector 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.


<b>5.4</b>	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.


<b>5.5</b>	Can all opening port-lights be effectively secured?	Yes	No	NA *	NS
Inspector	<p>There are no opening port-lights below water level or in accommodation spaces. Port lights in crew cabins and mess / kitchenette can be properly closed / secured by steel covers.</p> 				
Operator					

Comment on condition of securing arrangements and fittings.

<b>5.6</b>	Are all weathertight closures to ventilators in full working order?	Yes *	No	NA	NS
Inspector	<p>All closing flaps found in proper working condition. Note: Sealing surfaces needing attention (See Summary page). And there is a gasket missing on the flap cover above GMDSS batteries box.</p>				
Operator					

<b>5.7</b>	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, well coated. 				
Operator					

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

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

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

<b>5.10</b>	Is there evidence of any water leaking into the vessel below decks?	Yes	No *	NA	NS
Inspector	No evidence of leaks below decks sighted. [View of the fish hold. It was found clean and dry.] <div data-bbox="558 309 1165 712" data-label="Image"> </div>				
Operator					

Comment on the evidence of leaking and if possible include a photograph.

This should not be confused with water brought down from the upper deck during wet conditions.

Leaking from internal fresh water supplies should be reported in machinery or accommodation sections.

'Yes' generates an entry in the Findings section.

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

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

**6. Machinery and electrical**

<b>6.1</b>	Are engine/generator machinery and spaces clean and well maintained?	Yes *	No	NA	NS
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Inspector ER spaces are, in general, clean and tidy.  
Machinery consists of  
1 x ME Caterpillar 3406C, 224kW  
1 x DG set Port side: Perkins 60 kVA  
1 x DG set Stbd side: Perkins 60 kVA, in sound-proof container.  
[View of the ER space from Emergency Exit]



Operator

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

Inspector FO tank vent pipe is protected against water ingress.




Operator

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

Operator



<b>6.4</b>	Are there means available to effectively control fuel spillages or leaks from permanent or temporary equipment?	Yes *	No	NA	NS
Inspector	<p>No leaks seen on the hydraulic equipment on deck. Hydraulic hoses were in good condition. SOPEP kit on board - in Net Store. [View of the winch room. No hydraulic leaks sighted, Hydraulic hoses appear old but and leakage would be contained as this is an enclosed space.]</p> 				
Operator					

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

<b>6.5</b>	Is there a safe means of isolating the fuel supply in the event of an emergency?	Yes *	No	NA	NS
Inspector	<p>Quick closing valve (operated from Nets Store). Note: There is no indication on the Nets stores access hatch that QCVs are located inside the space (see Summary page).</p> 				
Operator					

Comment on the means used and the ease of access to/operation of isolation method.

Is the means for isolating accessible from outside the machinery space?

<b>6.6</b>	Are there any fuel or oil leaks in the machinery spaces?	Yes	No *	NA	NS
Inspector	No FO or LO leaks sighted. [View of the ME] <div data-bbox="558 309 1165 712" data-label="Image"> </div>				
Operator					

Comment on the evidence that leakage has occurred and any indication of control measure/mitigation.

Caution: Inspector to be aware of hazard/risk of fire depending on circumstances.

A photograph should only be taken if it is safe to do so.

'Yes' generates an entry in the Findings section.


<b>6.7</b>	Are the bilges empty and free from oil residue?	Yes *	No	NA	NS
Inspector	Bilges were, in general, clean and dry. <div data-bbox="558 1120 1165 1523" data-label="Image"> </div>				
Operator					


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

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



Comment on state and condition of battery arrangements.

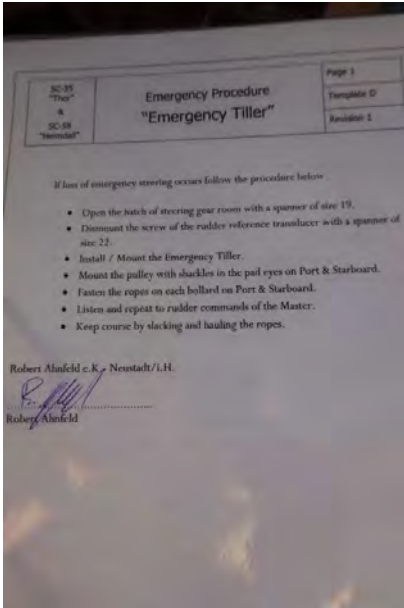



<b>6.9</b>	Are there safe means of isolating electrical supplies?	Yes *	No	NA	NS
Inspector	On Main Switch Board and on the Batteries box (on photo).				
					
Operator					

<b>6.10</b>	Are electrical systems protected from water?	Yes *	No	NA	NS
Inspector	Main switch board located in ER space.				
					
Operator					
	Comment on state and effectiveness of protection.				


<b>6.11</b>	Are battery spaces adequately ventilated?	Yes *	No	NA	NS
Inspector	Batteries are of sealed type.				
Operator					

<b>6.12</b>	Are all batteries secured firmly to prevent movement?	Yes *	No	NA	NS
Inspector	Batteries are in box, fixed to ship's hull.				
					
Operator					
<b>6.13</b>	Is there adequate and appropriate PPE for personnel checking/maintaining the batteries (e.g. face shields, rubber gloves)?	Yes *	No	NA	NS
Inspector	Batteries are of sealed type - maintenance-free.				
Operator					
<b>6.14</b>	Is effective emergency lighting provided to allow escape from below/under-deck/after deck to allow essential activities to be conducted?	Yes *	No	NA	NS
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	<p>Switch-over on the Bridge console. 'Emergency Tiller' procedure is available (on photo).</p> 				
Operator					

6.16	Are there two fully working bilge pumps?	Yes *	No	NA	NS
Inspector	<p>There are two fire and GS pumps in ER space.</p> 				
Operator					

Comment on the condition of bilge pumps and pumping arrangements.


<b>6.17</b>	Is at least one bilge pump available for duty in an emergency?	Yes *	No	NA	NS
Inspector	<p>There are two Fire andf Bilge pumps. There is one hand pump (on photo), located aft of the ME.</p> 				
Operator					

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

<b>6.18</b>	Is an operating bilge alarm fitted in watertight spaces containing machinery or in cargo holds?	Yes *	No	NA	NS
Inspector	<p>Bilge alarm in ER bilges tested during the inspection.</p> 				
Operator					

<b>6.19</b>	Are operating manuals available for the machinery?	Yes *	No	NA	NS
Inspector	Manuals are on the Bridge				
Operator					


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

<b>6.20</b>	Are adequate tools and the manufacturers' recommended emergency spares available for the machinery?	Yes *	No	NA	NS
Inspector	<p>Basic tools and spares on board. [There is a small work bench in ER space]</p> 				
Operator					

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

<b>6.21</b>	Are maintenance records available for the onboard equipment?	Yes *	No	NA	NS
Inspector	Records available in Engine Day Book.				
Operator					

Comment on the state and condition of records.

<b>6.22</b>	Is the engine room free from untreated hazards?	Yes *	No	NA	NS
Inspector	No untreated hazards identified. [Stbd side DG set is in the photo] <div style="text-align: center;">  </div>				
Operator					

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

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

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

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

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

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

(Ref ISM 10.3 and flag state requirements)

<b>6.24</b>	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.)

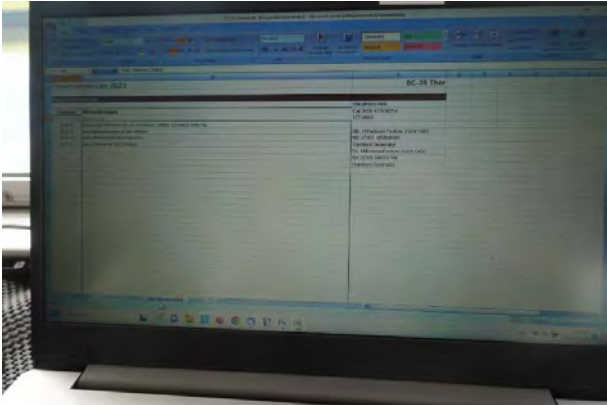
Comment on the maintenance and condition of the dry-break coupling.

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	<p>[PMS application on the computer]</p> 				
Operator					

## 7. Stability

<b>7.1</b>	If required does the vessel have an approved stability information booklet onboard?	Yes *	No	NA	NS
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Inspector Stability booklet approved: 2020-07-01 (DMA)

Operator

<b>7.2</b>	If the vessel is required to carry an approved stability booklet, is there a competent person and appropriate system available to calculate the vessel's stability?	Yes	No	NA *	NS
------------	---	-----	----	---------	----

Inspector

Operator

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

<b>7.3</b>	Are any stability records available to show the effects of adding or removing loads on the vessel?	Yes	No	NA *	NS
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Inspector 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.

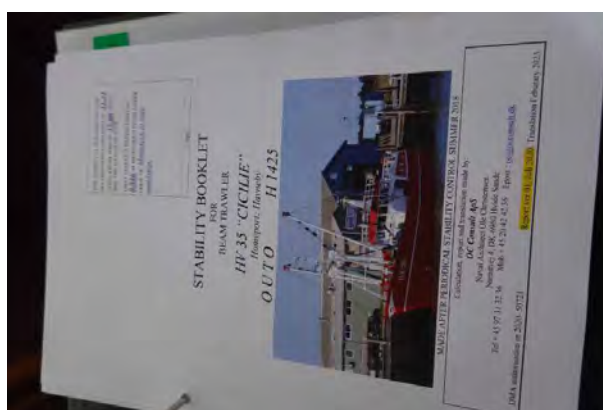
<b>7.4</b>	Are the crew familiar with the stability issues with regards to winches and lifting operations?	Yes *	No	NA	NS
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Inspector Master is familiar, but there are no stability issues during operation (mainly fishing).

Operator

<b>7.5</b>	Additional Section 7 comments	Yes	No *	NA	NS
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Inspector [Stability booklet]



Operator



**8. Freeboard**

<b>8.1</b>	If required by flag state, is the vessel marked with a deck line and freeboard mark?	Yes	No	NA *	NS
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Inspector Free-board marks are not required.

Operator

Note: Comment on if the markings are clearly visible.

<b>8.2</b>	If the vessel is not marked with a deck line and freeboard mark, has the safe maximum draught been determined?	Yes	No	NA *	NS
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Inspector


Operator

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


Operator

## 9. Escape


<b>9.1</b>	Are there at least two means of escape from any occupied space?	Yes *	No	NA	NS
Inspector	<p>There is only one access / exit to fish hold and net store. This spaces are only occasionally occupied. [Emergency exit from inside one of crew cabins.]</p> 				
Operator					

Note ease of access to escape routes.


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

<b>9.2</b>	Are means of escape clearly marked and the escape route adequately illuminated?	Yes *	No	NA	NS
Inspector	<p>On photo are emergency exits from crew quarters, located on aft deck.</p> 				
Operator					

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

<b>9.4</b>	Additional Section 9 comments?	Yes	No *	NA	NS
Inspector	<p>[One of the emergency exits from crew cabin on aft deck. Key, for locking / un-locking from outside, is located on the Bridge.]</p> 				
Operator					


**10. Fire**

10.1	Are fire detectors and fire call points, where fitted, in working order?	Yes *	No	NA	NS
Inspector	<p>Alarm monitoring panel is on the Bridge.</p> 				
Operator					

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

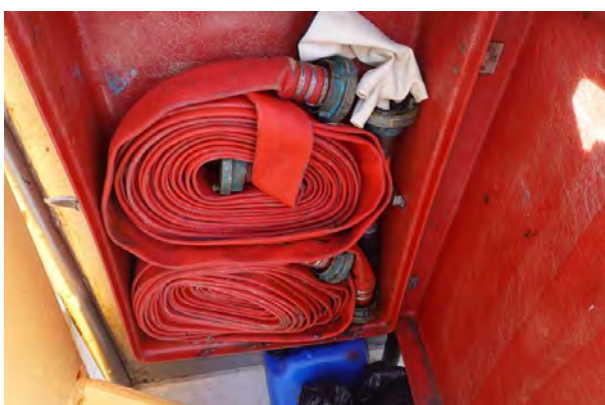
10.2	If no fire detectors are fitted, are adequate procedures in place to detect smoke or fire?	Yes	No	NA *	NS
Inspector	<p>Smoke / fire detectors are fitted as per Fire and Safety Plan. Detectors were tested by BG Verkehr during the inspection on 2023-08-29.</p> 				
Operator					

Comment on what these alternative procedures are.


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

This may be a manual or power driven pump.

<b>10.4</b>	Is a working emergency fire pump available outside the machinery space?	Yes	No	NA *	NS
Inspector	Not required				
Operator					


<b>10.5</b>	If fitted, can fire hose(s) deliver a jet of water to any part of the vessel?	Yes *	No	NA	NS
Inspector	Tested during BD Verkehr inspection - 2023-08-29.				
					
Operator					

<b>10.6</b>	If available, does the jet/spray nozzle work properly on the fire hose?	Yes *	No	NA	NS
Inspector	Tested during BD Verkehr inspection - 2023-08-29.				
Operator					

10.7	Are the required number and correct type of portable fire extinguishers available on the vessel as defined in the safety plan and with valid service certificates?	Yes *	No	NA	NS
Inspector	<p>Portable extinguishers available as per Safety and Fire plan.</p> <p>Portable extinguishers:</p> <p>6 x 6kg DP</p> <p>1 x 5kg CO2</p> <p>1 x 2 kg CO2</p> <p>Last inspection by authorized company: 02/ 2023</p> 				
Operator					


Comment on the number and type of fire extinguishers as required by the vessel's safety plan.

Comment on the condition of the extinguishers and system for maintaining them.

<b>10.8</b>	Is there a fixed firefighting system for the engine room?	Yes *	No	NA	NS
Inspector	STAT-X, with two distributors. Last inspection: 02/ 2023				
					
Operator					

Comment on the type of firefighting system fitted and method of operation.

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


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

<b>10.10</b>	Do crew members know how to operate firefighting equipment?	Yes *	No	NA	NS
Inspector	Part of the equipment demonstrated during the inspection.				
Operator					

<b>10.11</b>	Additional Section 10 comments?	Yes	No *	NA	NS
Inspector					
Operator					




**11. Radio**

11.1	Is the radio equipment in good working order?	Yes *	No	NA	NS
Inspector	<p>A1 + A2 Radio Station license issued: 2023-08-23 (on photo) Shore Based Maintenance contract with HORN, valid till: 2025-03-07.</p> 				
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.

<b>11.2</b>	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
Inspector	Last GMDSS radio survey performed: 2023-08-23 (by Horn) [On the photo is a part of the Bridge console, with comm. equipment] 				
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.

<b>11.3</b>	Is the crew familiar with the correct operation of the radio equipment?	Yes *	No	NA	NS
Inspector	Master				
Operator					

<b>11.4</b>	Is an emergency position indicating radio beacon (EPIRB) fitted? Is the hydrostatic release unit (HRU) fitted correctly?	Yes *	No	NA	NS
Inspector	Last annual inspection: 2023-03-07 				
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.

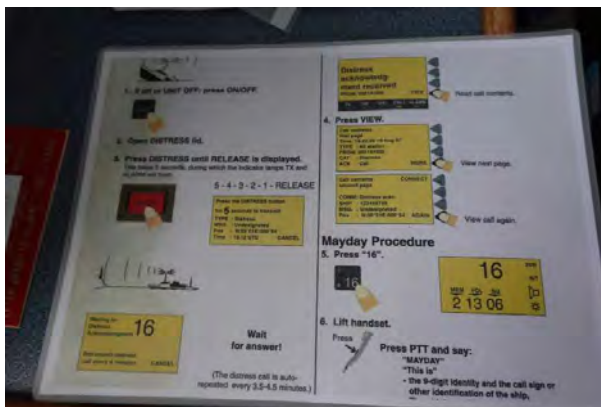
Note: The fitting of a SART may be a recommendation or a requirement depending upon the local maritime administration

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.

IMCA M 189 (eMISW) Issue 6.1

<b>11.8</b>	Are cards available giving a clear summary of the radio telephone distress, urgency and safety procedures?	Yes *	No	NA	NS
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Inspector



Operator

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

<b>11.9</b>	Are there clear instructions for the operation of the hand held VHF radios?	Yes *	No	NA	NS
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Inspector

Instruction on the radio

Operator


<b>11.10</b>	Are the batteries for the radio station in good working condition and securely stowed?	Yes *	No	NA	NS
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Inspector

Batteries located on deck aft of the Bridge.

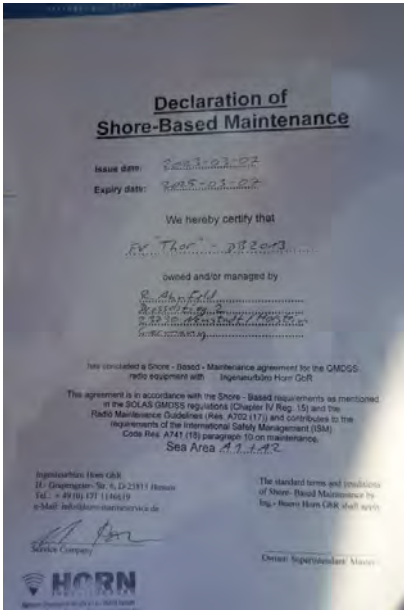


Operator

<b>11.11</b>	Are sealed spare batteries for the hand held VHF radio(s) available and charged?	Yes *	No	NA	NS
Inspector	Portable GMDSS Radios batteries: 07/2025 				
Operator					


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

<b>11.12</b>	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	<p>[Declaration of the Shore-Based Maintenance]</p> 				
Operator					





## 12. Navigation equipment

<b>12.1</b>	Are navigation lights in good working order?	Yes *	No	NA	NS
Inspector	<p>Navigation and signal lights tested during the inspection and found in order. [On photo is a lights panel on the Bridge]</p> 				
Operator					

*Note: Including secondary system if fitted.*

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


<b>12.3</b>	Are navigational day shapes available?	Yes *	No	NA	NS
Inspector	Day shapes are available 				
Operator					

<b>12.4</b>	Is the magnetic compass in working order?	Yes *	No	NA	NS
Inspector	Last deviation card issued: 2023-03-14 (by Horn) 				
Operator					

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


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




<b>12.5</b>	Is a global navigation satellite system or a terrestrial radio navigation system available?	Yes *	No	NA	NS
Inspector	1 x GPS - Operational [Part view of the Bridge console]				
					
Operator					

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

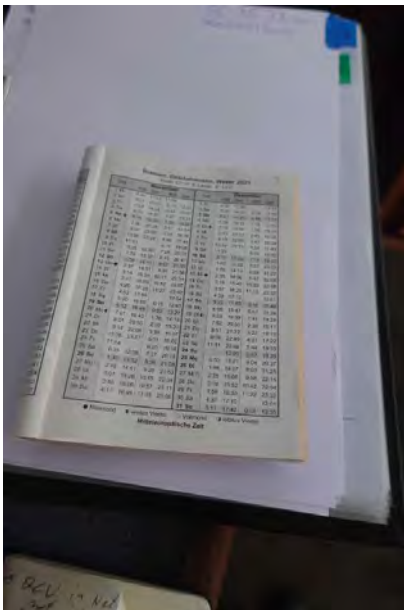
<b>12.6</b>	Is there means of measuring the speed through the water and/or distance covered?	Yes	No	NA *	NS
Inspector					
Operator					

<b>12.7</b>	If an echo sounder is fitted is it in working order?	Yes *	No	NA	NS
Inspector	Seen in operation				
					
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 on board.				
					
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	Tide tables in paper version, 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?

<b>12.10</b> Is an efficient waterproof signalling lamp suitable for Morse signalling provided?		Yes	No	NA *	NS
Inspector	Portable lamp available.  				
Operator					

<b>12.11</b> Is an efficient radar reflector fitted?		Yes	No	NA *	NS
Inspector	AIS  				
Operator					

<b>12.12</b>	Is there a working fixed or portable searchlight for a vessel that may operate in darkness?	Yes *	No	NA	NS
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Inspector There is one fixed search-light, located above the Bridge. This was tested during the inspection. There are also flood-lights to illuminate main deck and sides areas.



Operator

<b>12.13</b>	Does the vessel have an anchor as required by relevant regulations and sufficient anchor cable for the proposed area of operation?	Yes *	No	NA	NS
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Inspector There is an anchor winch and anchor. There is a spare anchor in Net Store. Spare anchor was not readily accessible, as it was obstructed by various gear (See Summary Page).



Operator

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

Operator

**13. Navigation**

<b>13.1</b>	Is the vessel provided with operator policy statements, instructions and procedures with regard to safe navigation?	Yes *	No	NA	NS
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Inspector Safe navigation procedures and Master's Orders available.

Operator

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

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

Following Clients instructions where applicable.

Operator

<b>13.4</b>	Are up-to-date navigation warnings and weather forecasts available?	Yes *	No	NA	NS
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Inspector Weather forecast over internet.

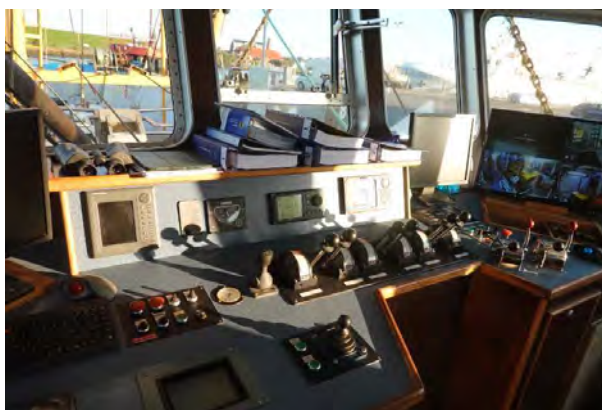
Any nav. warnings are received via Navtex or VHF.

Operator

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

<b>13.5</b>	Additional Section 13 comments?	Yes	No *	NA	NS
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Inspector [Part View of the Bridge conning station]



Operator



**14. Accommodation**

<b>14.1</b>	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 (on photo) and crew quarters aft.



Operator

<b>14.2</b>	Is there an efficient working ventilation system for confined spaces that may be entered by personnel?	Yes *	No	NA	NS
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Inspector Ventilation is adequate.


Operator


(Ref IMCA SEL 034 - Working in confined spaces)

<b>14.3</b>	Are there adequate stowage facilities for personal effects/luggage for the passengers when embarked?	Yes *	No	NA	NS
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Inspector


Operator


<b>14.4</b>	If a pantry or tea and coffee making facilities are provided, is/are the area(s) clean and appropriate for safe use?	Yes *	No	NA	NS
Inspector	In Day room/kitchenette  				
Operator					

<b>14.5</b>	Are there adequate toilet facilities for the proposed passengers?	Yes *	No	NA	NS
Inspector	There is one common sanitary space of good standard.  				
Operator					

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


'No' not generate a finding.

<b>14.7</b>	Is there a galley/pantry/cooking area with adequate means for preparing food, a stove for cooking and a sink?	Yes *	No	NA	NS
Inspector	<p>Kitchenette facilities are adequate.</p> 				
Operator					

<b>14.8</b>	Are there adequate means for the safe storage and handling of food supplies, including frozen and chilled where required?	Yes *	No	NA	NS
Inspector	<p>Food storage facilities are adequate. [Refrigerator is on the photo. When extensive food stores would be needed, these could be stored in Fish hold.]</p> 				
Operator					




<b>14.9</b>	Is there adequate ventilation to all accommodation spaces including air conditioning and/or sufficient means of heating if appropriate?	Yes *	No	NA	NS
Inspector	Ventilation is adequate. There is air condition provided in accommodation area.				
Operator					

<b>14.10</b>	Is there adequate electric lighting?	Yes *	No	NA	NS
Inspector	Electric lighting is adequate. [Emergency lighting was tested during the inspection.]				
					
Operator					

<b>14.11</b>	Is there an adequate supply of fresh drinking water?	Yes *	No	NA	NS
Inspector	Bottled water is used.				
Operator					

<b>14.12</b>	Are there potable water testing routines that include legionella testing?	Yes *	No	NA	NS
Inspector	Routines in place. Drinking water Certificate issued: 2023-03-30				
Operator					


<b>14.13</b>	Is there a bunk or cot for all those that will be onboard?	Yes *	No	NA	NS
Inspector	There are 2 cabins. There are 6 bunks in total (2 + 4). 				
Operator					

<b>14.14</b>	Additional Section 14 comments?	Yes	No *	NA	NS
Inspector	[Detail of the Day-room] 				
Operator					

## 15. Safety of personnel

15.1	Does the crew have access to and use appropriate personal protective safety equipment?	Yes *	No	NA	NS
Inspector	<p>There is adequate supply of PPE on board.</p> <div data-bbox="660 369 1066 974" data-label="Image"> </div>				
Operator					

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

<b>15.2</b>	Is there a safe means of access to and from the vessel?	Yes *	No	NA	NS
Inspector	<p>Access was directly from the dock, over ladder. There is no gangway on board.</p> 				
Operator					

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

Is the vessel's gangway certified?

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

Are gangways marked with maximum POB/SWL?

Comment on maintenance and inspection routines for the gangway.

<b>15.3</b>	Is there a procedure for the transfer of personnel to and from an offshore structure and other vessels?	Yes	No	NA *	NS
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.

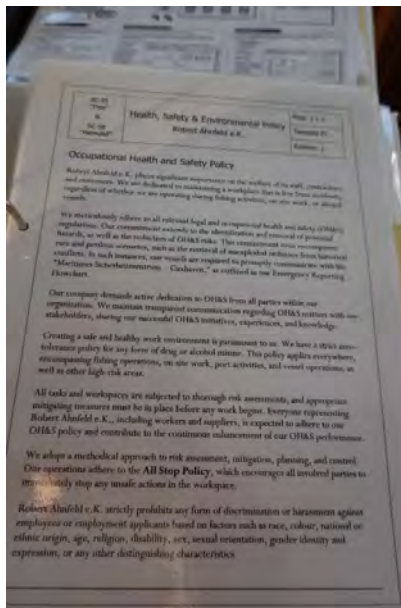
Comment on the procedures in place for the briefing of passengers on the safe methods of transferring to and from the vessel when at sea.

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

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

There is a formal Company HSE system, which includes Safe Work procedures and Emergency procedures.  
Company policy available (on photo).  
BG Verkehr regulations are followed as applicable.



Operator

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

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

Smoking regulations should be in place and complied with.

Safety signs and relevant safety information should be prominently displayed.

<b>15.5</b>	Are risk assessments conducted onboard where necessary?	Yes *	No	NA	NS
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Inspector

Procedures and generic RA is available.

Operator

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

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

Addressed in HSE Manual.  
Required legislation (BG Verkehr) is included in Ship's library.

Operator

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

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

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

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

<b>15.8</b>	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

<b>15.9</b>	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.

<b>15.10</b>	Are procedures used for carrying out hot work on the vessel?	Yes	No	NA *	NS
Inspector	Procedures in HSE manual. 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.


<b>15.11</b>	Are there adequate guardrails around the deck?	Yes *	No	NA	NS
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Inspector	Guard rails on 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.




<b>15.12</b>	Are there at least two safety harnesses onboard and additional harnesses for all those required to work on deck?	Yes *	No	NA	NS
Inspector	2 Safety harnesses available. <div style="text-align: center;">  </div>				
Operator					

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

<b>15.13</b>	Is the surface of the working deck non-slip?	Yes *	No	NA	NS
Inspector	Working deck and the deck behind the Bridge are non-skid coated. Outside ladders (to Bridge deck) are steep but in good condition. <div style="text-align: center;">  </div>				
Operator					

<b>15.14</b>	Are personnel provided with protective clothing appropriate to the prevailing air and sea temperatures?	Yes *	No	NA	NS
Inspector	Personnel is provided with appropriate / adequate gear.				
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	<p>There are 6 immersion suits on board. Last 3 year inspection: 02/2023. Immersion suits were checked for possible damage, and found in good condition.</p> 				
Operator					

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

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

Are noise-warning signs posted as appropriate?

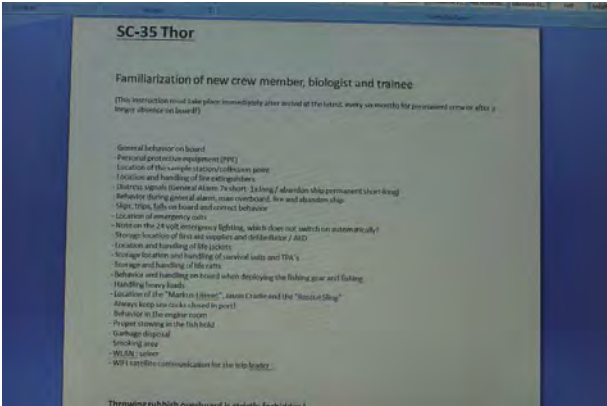
Comment on the provision of ear defenders and the appropriate signage to areas greater than 80dB (A).

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

<b>15.17</b>	Is a safety briefing/induction given to all personnel who embark on a voyage covering such items as use of life jackets and procedures to be followed in the case of an emergency?	Yes *	No	NA	NS
Inspector	Safety induction is carried out for new crew and before project work.				
Operator					

Note:

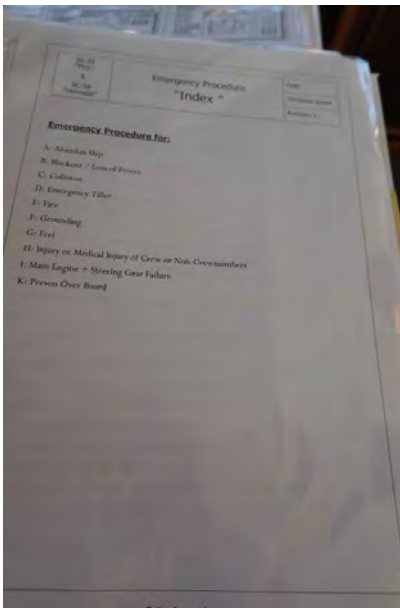
- Evidence of crew and contractor inductions.
- Induction appropriate to vessel, operation and structure.
- Includes a safety tour process for new personnel.

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.

<b>15.20</b>	Are formal written emergency procedures provided for man-overboard, collision, emergency towing, grounding, fire, explosion, gas or toxic vapour release?	Yes *	No	NA	NS
Inspector	Included in 'Emergency Procedures'				
					
Operator					

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

<b>15.21</b>	Is a record of emergency training drills and exercises maintained?	Yes *	No	NA	NS
Inspector	Drills are carried out prior project. Last drills: 2023-08-10.				
Operator					

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

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

<b>15.23</b>	Are adequate and valid medical stores provided?	Yes *	No	NA	NS
Inspector	Ample Medical stores and Defibrillator are on board (on photo) Last inspection Certificate of medical equipment: 2023-03-22 				
Operator					

<b>15.24</b>	Are procedures for control, stowage and handling of chemicals and flammable/combustible materials in place and being consistently applied?	Yes *	No	NA	NS
Inspector	MSDS available				
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
Inspector	<p>There is asbestos-free statement on board (from Owner), dated 2023-08-28. This statement is based on vendors statements, pertaining to items like insulation materials, which are collected / kept on board (one on photo).</p> 				
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
Inspector	Safe Work Procedures				
Operator					

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



<b>15.27</b>	<b>Additional Section 15 comments?</b>	<b>Yes</b>	<b>No *</b>	<b>NA</b>	<b>NS</b>			
Inspector	<p>[HSE Procedures index is on the photo]</p> <div style="text-align: center; margin: 20px 0;"> <table border="1" style="border-collapse: collapse; width: 100%;"> <tr> <td style="width: 30%; padding: 2px;">SC-35 "Thor" S SC-38 "Heimdal"</td> <td style="width: 40%; padding: 2px; text-align: center;">HSE Health – Safety – Environment Robert Ahnfeld e.K.</td> <td style="width: 30%; padding: 2px;">Page - Template - Revision 1</td> </tr> </table> <p><u>Index:</u></p> <ol style="list-style-type: none"> <li>1. Policies</li> <li>2. Masters Standing Orders</li> <li>3. Vessel Data Sheet</li> <li>4. SCPEP</li> <li>5. Garbage Management Plan</li> <li>6. General Emergency Muster List</li> <li>7. Emergency Flowcharts</li> <li>8. Emergency Procedures               <ol style="list-style-type: none"> <li>A. Abandon Ship</li> <li>B. Blackout / Loss of Power</li> <li>C. Collision</li> <li>D. Emergency Tiller</li> <li>E. Fire</li> <li>F. Grounding</li> <li>G. Lost</li> <li>H. Injury or Medical Injury of Crew or Non-Crewmembers</li> <li>I. Main Engine - Stopping Gear Failure</li> <li>K. Person Over Board / P.O.B.</li> </ol> </li> <li>9. Procedures:               <ol style="list-style-type: none"> <li>1) Adverse Weather</li> <li>2) Procedure for setting the (Research) Beam Trawl</li> <li>3) Procedure for Bunkering</li> <li>4) Procedure for Hot Work</li> <li>5) Procedure for Rescue Slag</li> <li>6) Procedure for Safety Navigation</li> <li>7) Procedure for Safe Working Conditions</li> <li>8) Procedure for Cleaning of Food Preparation Area and Training of Marine Crewmembers</li> <li>9) Procedure for Williamson Turn</li> <li>10) Procedure for Van Veen grab sampling</li> <li>11) Procedure for Markus Emergency Ladder</li> <li>12) Procedure for Markus Lifeline</li> <li>13) Procedure for entering the 500-metre zone for Offshore Wind Farms</li> <li>14. UXO (Unexploded Ordnance)</li> <li>11. Noise Level Records</li> <li>12. COWSL / SDS</li> <li>13. Asbestos-free Certificate</li> </ol> </li> </ol> </div>					SC-35 "Thor" S SC-38 "Heimdal"	HSE Health – Safety – Environment Robert Ahnfeld e.K.	Page - Template - Revision 1
SC-35 "Thor" S SC-38 "Heimdal"	HSE Health – Safety – Environment Robert Ahnfeld e.K.	Page - Template - Revision 1						
Operator								

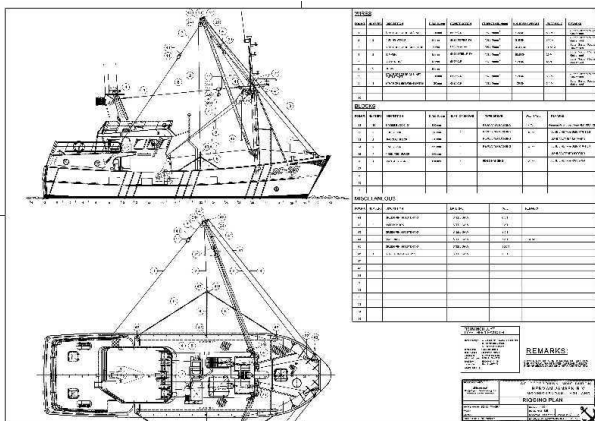
**16. Crane**

<b>16.1</b>	Is there a valid test certificate for the crane if fitted?	Yes *	No	NA	NS
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Inspector	There is no crane on board. There are two derricks on board used for fishing and lifting. Last load test: 2023-04-04
Operator	

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

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

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

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

<b>17.2</b>	Is the manning in compliance with vessel's Minimum Safe Manning Certificate or otherwise as required as per flag state requirements?	Yes *	No	NA	NS
Inspector	Minimum Safe Manning Certificate valid till: 2028-03-06 Master and two Deck hand. Note: at the time of the inspection the Master was on board. Deck hands were off duty, due to late work hours on previous day.				
					
Operator					

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

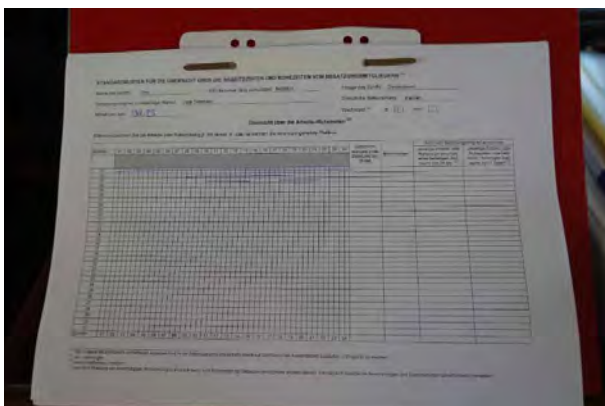
<b>17.3</b>	Is there a person onboard familiar with the operation and maintenance of the main propulsion machinery?	Yes *	No	NA	NS
Inspector	Master				
Operator					

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

<b>17.5</b>	Has the person in command and any member of the crew who is liable to use the radar/electronic navigations systems/electronic chart plotters undertaken appropriate training in its use?	Yes *	No	NA	NS
Inspector	Master				
Operator					

<b>17.6</b>	Are the crew members able to satisfactorily demonstrate operation of life saving appliances and fire-fighting equipment?	Yes *	No	NA	NS
Inspector	Some appliances tested during the inspection.				
Operator					

<b>17.7</b>	Do critical personnel (e.g. captain, chief officer & chief engineer) complete a handover period including familiarisation appropriate to their position?	Yes *	No	NA	NS
Inspector	Not applicable. There is a same Master and crew on board during the vessel's operation.				
Operator					

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

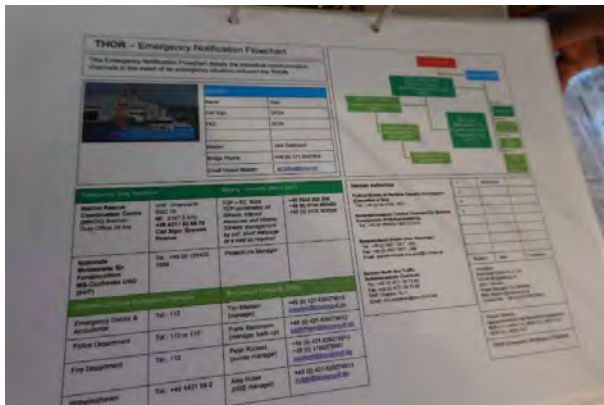
Note: Under MLC and STCW requirements ship-owners are required to individually record crew hours of work and rest. (MLC Regulation 2.3 and STCW A viii/1 refer)

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

State the maximum duration.

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

**18. Reporting**

<b>18.1</b>	Are accidents and incidents investigated and reported in accordance with relevant flag state and/or coastal state and operator's requirements?	Yes *	No	NA	NS
Inspector	Master is aware of his duty to report any incident to flag-state / authorities.				
Operator					
<b>18.2</b>	Is there evidence of near misses being reported, investigated and followed up?	Yes	No	NA *	NS
Inspector	There were no incidents or near misses recorded / reported from earlier this year, when the vessel was taken over by present Owners.				
Operator					
<b>18.3</b>	Additional Section 18 comments?	Yes	No *	NA	NS
Inspector	[Emergency notification flow-chart is on the photo]				
					
Operator					

**19. Clean seas**

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


<b>19.2</b>	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 and GMB is available (on photo) <div data-bbox="659 687 1062 1292" data-label="Image"> </div>				
Operator					

<b>19.3</b>	Is a garbage management plan in place and is an associated garbage record book maintained?	Yes	No	NA *	NS
Inspector	No records maintained (apparently not required by the German law).				
Operator					

Note: MARPOL requirement for vessels &gt;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	<p>Any oily waste is discharged ashore. No ORB kept, but bunker receipts available. Note: there was some oil in the Bunker manifold save-all, which can be weather-tight closed (see Summary page).</p> 				
Operator					


19.5	Are arrangements in place for the prevention of discharge of oil/oil-contaminated water overboard?	Yes *	No	NA	NS
Inspector	<p>SOPEP equipment available. Located in Nets store. Note: There is no SOPEP kit identification sticker on the entrynce hatch cover.</p> 				
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.*

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


**20. Life saving appliances**


<b>20.1</b>	Is/are there a life raft(s) onboard sufficient for the proposed maximum POB?	Yes *	No	NA	NS
Inspector	<p>There is 1 x 6 persons life rafts on stbd side  Next inspection: 07/2024 ; HRU: 07/2024  There is 1 x 6 persons life rafts on Port side (on photo)  Next inspection: 09/2025 ; HRU: 09/2025</p> 				
Operator					

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

<b>20.2</b>	Are the number and type of life buoys as required and are they in satisfactory condition?	Yes *	No	NA	NS
Inspector	<p>2 pcs - As per Safety Equipment Certificate.</p> 				
Operator					

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

<b>20.3</b>	Is there an approved life jacket for every person carried on the vessel?	Yes *	No	NA	NS
Inspector	6 x Life jacket Lj. lights: 12/2027 4 x inflatable work vests, Next inspection: 04/2024 				
Operator					

<b>20.4</b>	Are there the required number and type of pyrotechnic distress signals onboard the workboat?	Yes *	No	NA	NS
Inspector	6 x Parachute flares: 07/202 6 x Hand flares: 10/2025 3 x Smoke signals: 07/2026 				
Operator					

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



Operator

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


<b>20.7</b>	Is there a thermal protective aid for every person carried on the workboat?	Yes *	No	NA	NS
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Inspector 4 pcs on board




Operator

<b>20.8</b>	Are there effective means to recover a person from the water?	Yes *	No	NA	NS
Inspector	<p>There is:</p> <ul style="list-style-type: none"> <li>- Rescue sling</li> <li>- Marcus rescue ladder (on photo)</li> </ul> 				
Operator					

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

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




<b>20.10</b>	Is there a means of sounding a general alarm in the event of an emergency?	Yes *	No	NA	NS
Inspector	<p>Alarm pannel and push-button on the Bridge.</p> 				
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	<p>Procedures and equipment manuals.</p> 				
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	<p>[Stbd side life raft is on the photo]</p> 				
Operator					


**21. Mooring and berthing**

<b>21.1</b>	Are there adequate mooring points on the vessel?	Yes *	No	NA	NS
Inspector	Bits are adequate. Note: bits are not marked with SWL. <div data-bbox="659 394 1062 999" data-label="Image"> </div>				
Operator					

<b>21.2</b>	Is there a sufficient number of mooring lines in good condition?	Yes *	No	NA	NS
Inspector	Mooring lines are in good condition. <div data-bbox="558 1223 1163 1626" data-label="Image"> </div>				
Operator					

<b>21.3</b>	Are mooring winches and fairleads in good condition?	Yes	No	NA *	NS
Inspector	No mooring winches or fairleads.				
Operator					

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

<b>21.4</b>	Is adequate fendering available?	Yes *	No	NA	NS
Inspector	Inflatable fenders in use.				
					
Operator					

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

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

**22. Vessel and cyber security**

<b>22.1</b>	Is the vessel required to have an approved ship security plan that meets (ISPS) code requirements?	Yes	No	NA *	NS
Inspector					
Operator					


Note: Not mandatory for vessels under 500GT

<b>22.2</b>	If the vessel is not required to have an approved ship security plan because of tonnage or trading area, are there any security procedures in place?	Yes	No	NA *	NS
Inspector					
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	<p>There is a CCTV in use. Bridge monitor is on the photo.</p> 				
Operator	<p>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)</p>				

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)

<b>22.5</b>	Is connection of personal IT devices such as phones, tablets and laptops to the ships network controlled?	Yes	No	NA *	NS
Inspector	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)

<b>22.6</b>	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.				
Operator					

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

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

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

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

<b>22.7</b>	Are there formal controls and procedures in place for handling data using portable media devices such as USB memory sticks, CD/DVDs, and portable computers?	Yes	No	NA	NS *
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)

<b>22.8</b>	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.

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



## Appendix. Additional Images

Photo 1	
Inspector	View of the vessel while in port of Büsum.  
Operator	
Photo 2	
Inspector	View of the vessel from dock side.  
Operator	

**Photo 3**

Inspector View of the vessel from fwd.



Operator

**Photo 4**

Inspector View of the vessel from Stbd quarter.



Operator

**Photo 5**

Inspector Working deck. Entrance hatch to fish hold can be seen.



Operator

**Photo 6**

Inspector View towards deck house and aft quarters.



Operator

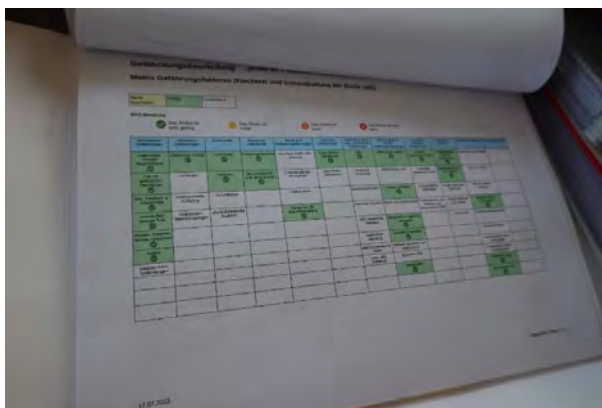
**Photo 7**

Inspector Part of the ships library - Safety checks and Search and Rescue booklet.



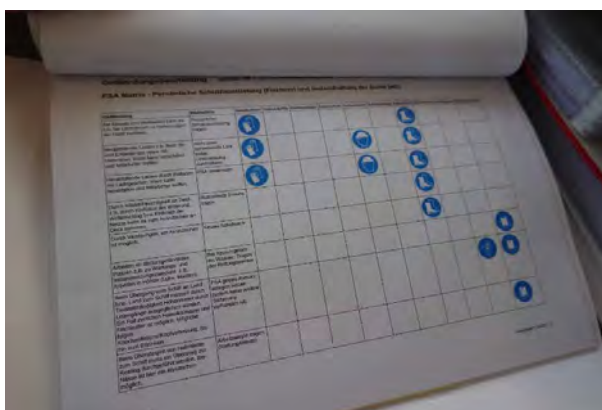
Operator

Inspector	Matrix - Risik factors related to fishing
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Operator

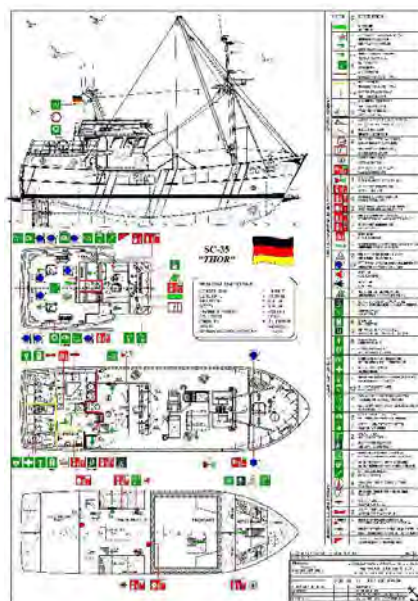
Inspector	PPE Matrix
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Operator

**Photo 10**

Inspector Up to date Safety / Fire / and Escape Plan, dated 2023-08-08.



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.