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| **WB2 COMPLIANCE DOCUMENT** | | | |
| IIMS-LOGO.png | **WORKBOAT - PILOT BOAT - LIFTING - TOWING** | | **WB2** |
| The Committee of the IIMS Certifying Authority | \\IIMSSVR\RedirectedFolders\craig\My Documents\Stationery\Certifying Authority Forms\MCA logo\Small - Certifying Authority authorised by the MCA.png |

This document follows the paragraph numbering in MGN 280 as indicated in the margin**.**

The IIMS Examiner should complete all sections relevant to the vessel, mark non-relevant sections as such, confirm the statements made by initialling in the appropriate columns and complete the section dealing with the material condition of the vessel. Both Owner / Managing Agent and Examiner must sign the Declarations Section. The Examiner must forward the completed form to the IIMS for checking prior to issue of a Certificate. The information on the form is the property of IIMS and is not to be used for any purpose other than for the issue of a Certificate for the Code of Practice. **Please note that change of ownership invalidates the certification.**

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| **Vessel Unique Number:** |  | (Vessel Unique Number to be obtained  from office or surveyor before despatch) |
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| |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | | **Section 1: Vessel Details** | | | | | | | | | **Vessel Name:** | | | | | | | | | **Vessel Type:** (mark one as appropriate) | | | | | | | | | Workboat + < 1000kg | | | | | Workboat + > 1000kg | | | | Pilot Boat | | Tug Towing > 2 x Displacement | | | | | | | RIB | | Motor | | | | Sail | | | Builder: | | | | | | | | | Location: | | | | | | | | | Builders Make  or Model: | | |  | | | | | | **Hull Construction Material:** (mark one as appropriate) | | | | | | | | | GRP  Wood  Steel  Aluminium Alloy | | | | | | | | | OTHER (describe): | | | | | | | | | LOA: | m | | | | Beam: | | m | | Load Line Length (if over 24m LOA): | | | | | | | m | | Call Sign: | | | | | | | Year Built: | | MMSI No: | | | | | | |  | | Hull ID No. (HIN): | | | | | | | | | Official No. or SSR: | | | | | | | | | REGISTERED: | | YES | | | NO | **(mark one as appropriate)** | | | (if YES, complete Flag and Registration Details): | | | | | | | | | **Maximum number of Persons Onboard @ 75kg** | | | | | | | | | Passengers: | | | | Crew: | | | Total: | | Max. Cargo Weight: | | | | | | | | | Max. Weight Persons and Cargo: | | | | | | | | | |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | | Sea Area Category Required: (mark one) | **0** | **1** | **2** | **3** | **4** | **5** | **6** | | Port of Registry: | | | | | | | | | | Base Port: | | | | | | | | | | Nominated Departure Point for Cat 5 or Cat 6: | | | | | | | | | |  | | | | | | | | | | Name of Nominated Marine Surveyor: | | | | | | | | | |  | | | | | | | | | | MLC 2006 Compliance Required:  **Yes**   **No** | | | | | | | | | | **If “YES” complete MLC Inspection Report and attach here.** | | | | | | | | |  |  | | --- | | **Section 2: Operating Restrictions** | | (To be shown on certificate) | |  |  |  |  | | --- | --- | | **Section 3: Owner Details** | | | Name of Owner: |  | | Address: |  | | Tel No: |  | | Owners Email  address: |  | | Vessel Email  address: |  | |

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| **Code Para 11**  **11.1.1.2**  **11.4**  **11.8**  **11.5**  **11.6**  11.6.3  11.6.2  11.6.3.1  11.6.3.2  11.6.4.1  11.6.4.2  11.6.5 | | **STABILITY CRITERIA**  **Surveyors must indicate which stability assessment method has been used**  Is there a MCA A5 stability guidance booklet on board? (All vessels)  **Does the Vessel require a Stability Information Booklet**  YES / NO / N/A  (Cat 0 or 1; carrying > 16 persons; cargo > 1000kg; lifting device  as 11.6; towing > twice displacement; seagoing pilot boat)  If yes has the SIB been submitted to IIMS CA for approval? YES / NO  **Motor Vessels (complying with 11.1.1.3)**  Has a heel test been witnessed by the surveyor?  Has a heel test certificate been issued? YES / NO / N/A  Has the ISO 122217-1 been used in lieu of Heel Test? YES / NO / N/A  Have any davits / cranes (personnel recovery devices) been included in test?  **Sailing Vessels**: (Circle option provided)  Full stability booklet (Non ISO / Cat 0 / Cat 1)  ISO122217-2 (Builders Certificate and Declaration)  STIX number  STOPS number  **RIBS.** ISO 6185 certificate or swamp test.  **A COPY OF THE SELECTED STABILITY INFORMATION MUST BE ATTACHED.**  **STABILITY OF A VESSEL FITTED WITH A DECK CRANE**  Is the vessel a decked vessel YES / NO  See 25.4.  With Crane at Max Load Moment  Does Angle of Heel exceed 7 degrees? YES / NO  Is Heeled Freeboard less than 250mm? YES / NO  If Heel Angle greater than 7 degrees but less than 10 confirm  Code Requirements are met and included in SIB YES / NO  Confirm max permitted Load and Outreach information are in SIB YES / NO  Conform importance of keeping Deck Openings closed is in SIB YES / NO  Does Lifting Device incorporate Counter Weights YES / NO  (If yes SIB to be specially considered by MCA) | **Surveyor’s Use** |
| **Code Para**  **11.7**  11.7.2 | | **DETAILS**  **Vessel Engaged in Towing**  Is Vessel a decked Vessel YES / NO  If no does Vessel comply with 4.1.3.2 YES / NO  Note: Open boats (other than those assessed in accordance with 4.1.3.2) are unsuitable for towing | **Surveyor’s Use** |
| **4**  **4.2**  4.2.2.3  4.2.2.5.1  4.2.2.5.2  4.2.2.5.2  4.2.2.6 | | **CONSTRUCTION & STRUCTURAL STRENGTH**  **Vessel Type** (circle or box as appropriate)  Watertight Weather Deck - Continuous  Watertight Weather Deck - Stepped, Recessed or Raised  Open Boat RIB  **Structural Strength**  Surveyed and Certificated by UK Load Line Assigning Authority YES / NO  In accordance with Small Vessel Hull Certification Standards  of an Assigning Authority / Classification Society YES / NO  Vessel has ≥ 5 years safe operation in in sea and weather no  less severe than likely to be encountered YES / NO  In general accord with the standard of a Vessel with ≥ 5 years  safe operation in sea and weather no less severe than likely  to be encountered YES / NO  (this option requires documentary evidence)  Structure specially considered by Certifying Authority YES / NO  (requires calculations / drawings / details / materials information) |  |
| **4.3**  4.3.1.1  4.3.1.2  **4.3.2.1**  **4.3.2.2**  4.3.2.4 | | **DECKS, RECESSES & COCKPITS**  Does a watertight weather deck extend from stem to stern YES / NO  If deck stepped, recessed or raised is stepped, recessed  or raised portion of watertight construction YES / NO / NA  **Measured Volume of Recess or Cockpit (Sail & Motor) cu m**  **Motor Vessel**  Minimum Drain Area = (Volume of the cockpit in cu m x 20) sq cm  Measured drain area sq cm  **Sailing vessel**  Maximum Volume = (L x B x Freeboard abreast cockpit x 0.10) cu m  Measured drain area(Cat 0 & 1. 20 sq cm remainder 10 sq cm) sq cm  Recess drains efficiently at up to 30 degrees heel angle YES / NO  Are cockpit lockers and deck recesses weather tight and secure? YES/NO |  |
| **Code Para**  **4.4** | | **DETAILS**  **WATERTIGHT BULKHEADS.**  Monohull Vessels carrying 16 or more persons or operating in Area Category 0 or 1 with 7 or more persons require to survive flooding of any one compartment - See 11.2.1. This may be achieved by fitting watertight bulkheads.  If watertight bulkheads are required state number, positions, watertight door details if relevant   |  |  |  |  | | --- | --- | --- | --- | | Number | Position | WT Door Details | Comment | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | | **Surveyor’s Use** |
| **4.5** | | **RIBS and Inflatable Boats**  For RIBs and inflatable boats operated as workboats contact IIMS CA for Form WB2-R |  |
| **5.1**  5.1.1.4  5.1.1.5 | | **HATCHES (All Types)**  List position, size and function Lockable? All lockable   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Position** | **Area m2** | **Off CL m** | **Hinged** | **Height** | **Open at Sea?** | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  |   “**TO BE KEPT SHUT AT SEA”** marked as appropriate? YES / NO  Escape hatches openable from both sides? YES / NO  Hatches in recesses or stepped deck giving access to hull valves  have access openings at least 300mm above minimum freeboard  height required at 12.2.2 YES / NO |  |
| **5.1.2**  5.1.2.1  5.1.2.2  5.1.2.3 | | **Hatches Open at Sea**  Not more than 1m2 in plane area at top of coaming YES / NO  Located on centreline or as close thereto as possible YES / NO  Opening at least 300mm above adjacent weather deck at side YES / NO |  |
| **5.2**  5.2.1.1  5.2.1.2  5.2.1.3 | | **DOORWAYS**  Doorway above weather deck and giving access to spaces below is:-  Weathertight YES / NO  Of efficient Construction YES / NO  Permanently attached YES / NO  Opens outwards YES / NO  Overlaps the opening on all sides YES / NO  Efficient closure operable from both sides YES / NO  Doorway as close as possible to centreline YES / NO  If hinged and on side of house, hinges on forward edge YES / NO  Doorway on house side or front has 300mm or higher coaming YES / NO  List area accessed, door position, construction material, size and hinge position and coaming height:-   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Function** | **Position** | **Material** | **Size** | **Hinge** | **Coaming** | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |
| **5.2.2**  5.2.2.1  5.2.2.2  5.2.2.3 | | **COMPANIONWAYS**  A companion hatch from recess or cockpit to below decks must have a coaming or washboard with its top at least 300mm above the cockpit / recess sole.  List top of coaming / washboard height m  If a washboard is used is it securable YES / NO / NA  Companionway should not be wider than 1 metre. List width m |  |
| **5.3**  5.3.1  5.3.2  5.3.3  5.3.4 | | **DECK SKYLIGHTS**  Weathertight and on centreline or as near as possible YES / NO / NA  If opening type able to be secured closed YES / NO / NA  If used for escape able to be opened from both sides YES / NO / NA  Portable blanks for 100% of skylights YES / NO / NA  (unless skylight of equivalent strength to surrounding structure)   |  |  |  |  |  | | --- | --- | --- | --- | --- | | **Position** | **Fixed or Opening** | **Lockable Yes / No** | **Equivalent Strength** | **Blank Fitted?** | |  |  |  |  |  | |  |  |  |  |  | |  |  |  |  |  | |  |  |  |  |  | |  |  |  |  |  | |  |
| **Code Para**  **5.4**  5.4.3  5.4.5 | | **DETAILS**  **HULL PORTLIGHTS**  Hull portlights should be non-opening or non-readily opening. Diameter of glazed area should be not more than 250mm = 490cm2or 400mm = 1256.4cm2 with due regard to vertical and horizontal position.  Portlights below weather deck and not fitted with an attached deadlight should be supplied with sufficient blanks for half the number of each size of portlight.  List positions, size and material and whether blanks are onboard   |  |  |  |  | | --- | --- | --- | --- | | **Position** | **Size** | **Frame** | **Glazing** | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  |   Are portlights of equivalent strength to hull? YES / NO / NA  If no are blanks provided? YES / NO / NA | **Surveyor’s Use** |
| **5.4** | | **WINDOWS**  Indicate, position, sizes, glass & frame description + sketch.   |  |  |  |  | | --- | --- | --- | --- | | **Position** | **Size** | **Frame** | **Glazing** | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  |   Are blanks provided? (50% required for Categories 0 & 1) YES / NO./ NA  Surveyors Comments on adequacy of Windows |  |
| **Code Para 5.5**  5.5.1  5.5.2 | | **DECK VENTILATORS**  If not complying with 5.5.3 to have a readily available means of closure.  To be as far inboard as practical and high enough to prevent ready admission of water when heeled  Indicate No, position, compartment served and means of closure.   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **No.** | **Position** | **Compartment** | **Off CL** | **Height** | **Closure** | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | | **Surveyor’s Use** |
| **5.5.3**  **5.5.4** | | **ENGINE SPACE VENTILATION**  Engine Vents to be specially considered with regard to height above deck and the downflooding angle. Motor Vessels with intakes in Hull Sides not meeting Code Requirements may be accepted by the CA but restrictions in operation may be necessary.  Detailed description:- |  |
| **5.5.5** | | **ENGINE EXHAUST**  If the exhaust is below the weather deck circle the means of preventing back flooding.  Swan neck Transom Flap Valve Water trap Silencer  Other Notes:- |  |
| **5.6** | | **AIR BREATHER PIPES**  List tank and Exit location:-   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Tank** | **Location** | **Off CL** | **Height** | **Dia** | **Closure** | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  | |  |  |  |  |  |  |   If over 10mm diameter indicate the means of closure |  |
| **5.7**  5.7.1  5.7.2 | | **SEA INLETS AND DISCHARGES**  All above waterline discharges require a means of emergency closure.  Inlets or discharges below the waterline require a seacock, valve or effective means of closure that is readily accessible  List function, Position and Type. (Note that valves in the engine space must be metal)   |  |  |  |  |  | | --- | --- | --- | --- | --- | | **No** | **System** | **Above or Below WL** | **Valve or Closure Type** | **Material** | | 1 |  |  |  |  | | 2 |  |  |  |  | | 3 |  |  |  |  | | 4 |  |  |  |  | | 5 |  |  |  |  | | 6 |  |  |  |  | | 7 |  |  |  |  | | 8 |  |  |  |  | | 9 |  |  |  |  | | 10 |  |  |  |  | | 11 |  |  |  |  | | 12 |  |  |  |  | | 13 |  |  |  |  | | 14 |  |  |  |  | | 15 |  |  |  |  | | 16 |  |  |  |  | |  |
| **5.7.4**  5.7.5 | | **TOILET PIPE WORK & FITTINGS**  Is the rim of the heads bowl 300 mm or more above W/L? YES / NO / NA  If below, describe anti siphon measures  WC pipes looped to the underside of the deck (sailing vessels) YES / NO / NA  If closed system describe:-- |  |
| **5.8**  5.8.1  5.8.2  5.8.3 | | **MATERIALS FOR VALVES AND ASSOCIATED PIPING**  Valves in Engine Space to be Steel, Bronze, Copper or  Other non-brittle fire resistant material YES / NO  Where used plastic piping to be good quality and suitable for purpose YES / NO  Can the inlet valves be operated from outside the engine space? YES / NO  or is the pipe work adequately lagged, metal or to ISO 7840? YES / NO |  |
| **6.0**  6.1  **6.2**  **6.2.2**  **6.3**  6.3.1  **6.4**  6.4.1  6.4.2  6.4.4  6.4.6  6.4.7 | | **WATER FREEING ARRANGEMENTS**  Does vessel have bulwarks that may trap shipped water YES / NO  **Motor Vessels**  Area of bulwark behind which water might be trapped sq m  (measure both sides but not transom or back of house)  Total area of freeing ports (minimum = 4% of bulwark area) sq m  **Motor Vessel under 12m, in at 2 to 6, with Well Deck aft**  Are 2 (port and starboard) freeing ports fitted in the transom  each of not less than 225 sq cm YES / NO / N/A  **Sailing Vessel**  Freeing ports at least 10% of bulwark that extends 2/3ds  of vessel length amidships YES / NO / N/A  Freeing ports in lower 1/3rd of bulwark height  and as close to deck as possible YES / NO / N/A  **All Vessels**  If vessel has only small side deck areas in which water may be trapped smaller freeing ports may be accepted. Refer to MGN280 for correction formula.  If non-return shutter flaps are fitted:-  Clearance to be adequate to prevent jamming YES / NO / N/A  Hinge pins or bearings to be of non-corrodible material YES / NO / N/A  If freeing ports cannot be fitted are alternative arrangements YES / NO / N/A  acceptable to the Examiner? Describe arrangements:-  Deck cargo not to impede free flow of water from deck YES / NO / N/A  Does Vessel operate where ice accreditation may occur? YES / NO / N/A  If Yes, Describe special considerations made |  |
| **Code Para 7**  7.1  7.1.2  7.1.3  7.2 / 7.3  7.3.1.2  7.3.2  7.3.3 | | **MACHINERY**  Engines, Make and Model  Generator, Make and Model  Engine and Generator Location  Motor Vessel machinery operable at  15 degree heel and 7.5 degree trim YES / NO / NA  Sailing Vessel machinery operable at  15 degree static heel  22.5 degrees dynamic heel  7.5 degree trim YES / NO / NA  State Fuel Type (If petrol only outboard type permissible)  Permanently Installed Tank YES / NO / NA  Any spillage during filling drains overboard YES / NO / NA  Fuel tank location (describe)  If petrol tank installed in hull or locker  is hydrocarbon gas detector fitted YES / NO / NA  Is fuel tank capacity adequate for are of operation YES / NO / NA  List fuel capacity if known | **Surveyor’s Use** |
| **7.4**  7.4.1  7.4.2  7.4.3  7.4.4  7.4.5  7.4.6 | | **Machinery Installation**  Machinery, piping and fittings adequate for service and  Minimise danger to persons during normal operation YES / NO / NA  Guards fitted to moving parts, hot surfaces and other hazards YES / NO / NA  Fuel valve or cock to be as close to tank as possible and  To be operable from outwith the engine space  Describe position of fuel shut off valves  Fuel filling and venting pipes fuel compatible, non-kinking,  adequately supported and of sufficient dimensions to prevent  spillage during filling YES / NO / NA  Fuel vent pipes lead to atmosphere and terminate higher  than fuel filler YES / NO / NA  fitted with gooseneck or similar YES / NO / NA  for petrol or risk of flame ingress have a gauze YES / NO / NA  Flexible piping to be fire resistant / metal re-enforced  or otherwise protected from fire YES / NO / NA  Describe fuel pipe / hose material  Secured by metal hose clamps YES / NO / NA  With pipe end having bead, flare or annular grooves YES / NO / NA  Or swaged sleeve of sleeve and threaded inserts YES / NO / NA  Fuel filters with glass bowls to be located where easily seen  and protected against heat and accidental damage YES /NO / NA |  |
| **7.5**  7.5.1  7.5.2  7.5.3  7.5.4 | | **ENGINE STARTING AND STOPPING**  Two means of starting (circle those fitted - Hand / Air / Electric only)  If starting is electric only batteries should be in duplicate and  have a change over switch such that either battery can start engine  Describe battery bank layout:-  Confirm change over or battery paralleling switch fitted? YES / NO  Secure means of remote stopping engine(s) from outside engine space  Describe engine stop arrangements:-  Inflatable boats, RIBS and other open planning craft are to  have “kill cords” fitted. Confirm “kill cords” fitted and working YES / NO / NA |  |
| **7.6**  7.6.1  7.6.1.2  7.6.2 | | **PORTABLE EQUIPMENT**  Portable , petrol powered equipment stored on deck YES /NO / NA  Or in a protective enclosure to CA satisfaction and meeting:- YES /NO / NA  Vapour tight to vessel’s interior  Not openable from vessel’s interior  Adequately drained overboard and vented to atmosphere  Safety sign displayed with precautions when filling fuel tank YES /NO / NA  Gas welding and cutting bottles stowed securely on open deck YES /NO / NA  Safe distance from potential fire source  Able to be easily jettisoned overboard if required |  |
| **7.7**  7.7.1  7.7.2 | | **STOWAGE OF PETROL**  Spare petrol onboard in portable containers for any purpose is:- YES /NO / NA  Kept to a minimum quantity  Clearly marked  Stowed on weather deck where easily jettisoned  And where any spillage will drain directly overboard  In a small vessel where 7.7.1 not practical:-  1 5 litre container stowed in a deck locker meeting 7.6.1.1 YES /NO / NA |  |
| **8**  8.1.1  8.1.2  8.2.1  8.2.3  8.2.4  8.2.5  **8.3**  8.3.1  **8.4**  8.4.1  8.4.1.2  8.4.1.3  8.4.1.4  8.4.1.5  8.4.1.6 | | **ELECTRICAL INSTALLATION**  Do electrical arrangements minimise risk of fire and electric shock  Tanks and other metal objects that do not have good electrical  Continuity with the water to have special arrangements YES / NO / NA  110V / 240V / 440V Systems if fitted meet applicable standards YES / NO / NA  Wiring systems to be 2 conductor other than engine circuits  That may return to engine itself YES / NO / NA  Single pole switches are only used in “live” (+) conductor YES / NO / NA  All circuits except main supply from battery to starter  Have fuses or circuit breakers YES / NO / NA  Rating of fuses or circuit breakers should not exceed  Current capacity of the conductor YES / NO / NA  Short circuit protection suitable for total rated current of  the consumers in the circuit protected YES / NO / NA  Single outboard fitted with fuse protection has facility  to enable starting if fuse has blown YES / NO / NA  Steering circuits that would cause steering failure if a  fuse or circuit breaker blew to have alarm in lieu of  overload protection but be protected against short circuit YES / NO / NA  **Lighting**  Is general lighting within vessel from a centralised  electrical system YES / NO / NA  If yes emergency lighting is required, which may be  from battery operated lamps, sufficient to:-  enable persons to make their way to open deck  illuminate survival craft launching and embarkation  illuminate man-overboard rescue equipment and rescue areas  permit work on essential machinery  Note: Torches will only be adequate for small vessels close to land  Describe emergency lighting arrangements:-  **Batteries**  Is the battery capacity and charging adequate for the radios fitted? YES / NO  Battery terminals should be protected, in box or rubber covers YES / NO / NA  Battery charging requires prevention against overcharging YES / NO / NA  Battery cut-out or isolator required either double pole or  single pole in the positive conductor. Describe battery isolation:-  Batteries for emergency lights, steering, nav-comms to be  high enough not to flood in normal vessel operation, e.g.  not in bilge YES / NO / NA  In a sailing vessel batteries to be sealed type to prevent  fluid loss in the event of a knock down YES / NO / NA |  |
| **8.4.2**  8.4.2.1  8.4.2.2/3/4  **8.4.3**  8.4.3.1  8.4.3.2  **8.5**  8.5.1  8.5.2  8.5.3  8.5.4 | | **Battery Stowage**  Batteries secured against acceleration, decelaration, large heel  or trim and for a sailing vessel knock-down YES / NO / NA  Battery charging capacity < 0.2Kw - batteries may be in any space  Battery charging between 0.2 and 2.0 Kw – batteries to be in machinery space or other well ventilated box or locker  Maximum battery charging power exceeds 2 Kw – batteries to be in suitably ventilated compartment in vessel or a locker on open deck, space to be for batteries only  **Ventilation**  Battery spaces vented out at top and in at bottom YES / NO / NA  Battery Fans, if fitted, must not be a source of ignition YES / NO / NA  Describe Battery Stowage and Ventilation Arrangements:-  **Cables**  Cables to a recognised small marine vessel standard YES / NO / NA  Cables to be single core with insulation and outer sleeve YES / NO / NA  Cables to be suitable for local environment  e.g. No PVC with polystyrene YES / NO / NA  Cable terminals to be adequately secured, preferably ring  terminals with lock washers YES / NO / NA |  |
| **8.6**  8.6.1  8.6.2 | | **Hazardous Spaces**  No electrical equipment in a space where petroleum vapour  or hydrocarbon gas may accumulate or equipment complies  with recognised standard for prevention of ignition YES / NO / NA  Compartment fitted with gas consuming device (e.g. cooker)  has detector and alarm complying with recognised standard YES / NO / NA |  |
| **8.7** | | **Lightning Protection**  Where high risk of lightning strike exists suitable  attention to be paid. See ISO 10134 YES / NO / NA |  |
| **9**  9.1.2  9.1.3  9.2  9.3 | | **STEERING GEAR, RUDDER AND STERNGEAR**  Is there adequate visibility from all steering positions? YES/NO  Describe Emergency Steering Arrangements:-  Rudder, Stock, Materials, Tiller Attachment, Bearings, Pintles and  Supporting Structures to recognised standards and CA Approval YES/NO  Propeller, Shaft Line, Brackets, Bearings, Sterntube and  Supporting Structures to recognised standards and CA Approval YES/NO |  |
| **10**  10.1.1  10.1.3  10.1.4  10.1.8  **10.2**  10.2.1  10.2.2  10.2.3  **10.3**  10.3.1  10.3.2  **10.4**  10.4.1  10.4.2  10.4.3  **10.5** | | **BILGE PUMPING**  Suction pipes to all compartments YES/NO  Can all pumps be operated with all hatches closed? YES/NO  Are strum boxes fitted where appropriate? YES/NO  Pump capacities meet following minimum requirements:-  6m in length or less 10 litres / min  Between 6m to 12m in length 15 litres / min  12m in length or greater 30 litres / min  **16 + Persons or in Cat 0 or Cat 1**  At least 1 hand pump and 1 engine driven or electric pump  Situated in 2 separate spaces. Can pump all spaces with each pump  Motor Vessels can pump bilge at heel angle up to 10 degrees  If cargo over 100kg, towing or lifting bilge pumps to have:-  Combined capacity not less than 210 litres / min  1 Pump is powered with Capacity not less than 140 litres / min  Hand Pumps suitable for Suction lift Head  Hand Pumps Capacities not less than 70 litres / min  **15 or Less Persons in Cat 2 to Cat 6**  Vessel has at least 2 Pumps in 2 separate Spaces  Situated in 2 separate spaces. Can pump all spaces with each pump  If cargo over 100kg, towing or lifting bilge pumps to have:-  Combined capacity not less than 140 litres / min  1 Pump may be powered with Capacity not less than 70 litres / min  Hand Pumps suitable for Suction lift Head  Hand Pumps Capacities not less than 70 litres / min  **RIBs, Open Boats and Inflatables**  Open boat over 6m length has bailer / bucket as well as Pump YES / NO / NA  Vessel under 6m length has 1 Hand Pump or Bailer / Bucket YES / NO / NA  Buckets here may be the Fire Buckets required at 15.  **Bilge Alarms**  Bilge Alarms required in Engine Compartment and other Space with Hull Fittings and not normally seen. Alarms to be Audible and Visual at Helm. Provide details of Bilge Alarms:- | **Surveyor’s Use** |
| **10** | | **BILGE PUMPING**  Provide details of Bilge Pumps complying with above:-   |  |  |  |  |  | | --- | --- | --- | --- | --- | | **Pump** | **Model / Capacity** | **Hand / Engine / Electric / Auto** | **Compartment Served** | **Control Position** | |  |  |  |  |  | |  |  |  |  |  | |  |  |  |  |  | |  |  |  |  |  | |  |  |  |  |  | |  |
| **12**  **12.1**  12.1.2  **12.2**  12.2.2.1  **12.2.2.2**  12.2.3.1 | | **FREEBOARD MARKING**  Measured at mid length of the longitudinal centre of flotation  **Sailing Vessels.** (those not conforming with ISO 12217-2 only)  Stability Book required Freeboard m  Marked Freeboard m  Freeboard Mark Size and Position is Correct YES / NO / NA  **Motor Vessels**  **Vessels carrying less than 1000kg Cargo and not Lifting or Towing**  **Open or Partially Open Vessel**  What is the required Clear Height of Side? m  Marked Clear Height of Side m  **Continuous Watertight Weather Deck**  What is the required Freeboard? m  Actual measured Freeboard m  **Stepped, Recessed or Raised Watertight Weather Deck**  What is the required *minimum* freeboard? m  Available *minimum* freeboard m  What is the required *average* freeboard m  Actual measured *average* freeboard m  Details of freeboard measurements are to be recorded Form MVFHTR-3  **Vessels carrying more than 1000kg Cargo or Lifting or Towing**  Freeboard has been assigned in accordance with  Merchant Shipping (Load Line) Regulations YES / NO / NA  Draught Marks are fitted clearly at Bow and Stern YES / NO / NA  Deck Line fitted if Required YES / NO / NA  Freeboard Mark Size and Position is Correct YES / NO / NA |  |
| **12.2.4**  12.2.4.1  12.2.4.3 | | **RIBS and Inflatable Boats**  Freeboard not less than 300mm to top of buoyancy tubes YES / NO / NA  Freeboard not less than 250mm at lowest part of transom YES / NO / NA  Note: Freeboards are measured in Full Load Condition  RIB in Cat 6 only has transom lower than 250mm but is  self-draining when moving ahead and has substantial  reserve buoyancy YES / NO / NA  Record Details here:- |  |
| **13 &**  **Annex 1**  **13.2** | | **LIFESAVING APPLIANCES**  **Life rafts:** (capacity / manufacturer / serial no / certificate expiry dates)   |  |  |  |  |  | | --- | --- | --- | --- | --- | | **No.** | **Capacity** | **Maker** | **Serial No** | **Expiry Date** | | **1** |  |  |  |  | | **2** |  |  |  |  | | **3** |  |  |  |  |   **Circle Type** **SOLAS** (A or B pack) **ORC ISO 9650** (& pack type)  If fitted, does grab bag contain a sea anchor and line, first aid kit,  signalling mirror, whistle, DOT approved radar reflector, 2 rocket  and 3 hand held flares, buoyant orange smoke signal, thermal  protection aids for all and a SOLAS No 2 table.  (see annex 2, note 1.5 / MSN 1676) YES / NO  Are life rafts the subject of a hiring agreement? YES / NO  Describe stowage method and position:-  GRP Containers or Valise type?  Is the Liferaft entirely Float-Free? YES / NO  Expiry date of Hydrostatic Release Units (if fitted.) |  |
| **13.3** | | **Lifebuoys**  **Lifebuoys**  Number of Circular or Horseshoe (state which)  Number of lifebuoys fitted with drogues.  Number of lifebuoys fitted with buoyant lines.  Number of approved lifebuoy lights?  Is a Danbuoy carried (sailing vessels only) |  |
| **13.4** | | **Lifejackets**  DOT approved / BS EN396 / MED fitted with whistle, retro-reflective tape and light. Note that when lifejackets are inflatable and additional 10% or 2, whichever is the greater are required. (list below the number of each type fitted)  Adult size total inflatable  Total Non-Inflatable.  Child size.  Total number  Within service dates? YES / NO |  |
| **13.5**  13.5.1  **13.6**  **13.7**  13.7.1  13.7.2  **13.7.3**  **13.8**  **13.9**  **13.10** | | **Thermal Protective Aids**  Are TPAs stowed in the “Grab Bag” YES / NO./ NA  Number of thermal protective aids.  **Portable VHF Radio**  List Make and model.  **406 MHz EPIRB**. (categories 0 and 1 only)  List Type.  Is EPIRB Float Free  Expiry Date of EPIRB Hydrostatic Release  Confirm Function Test YES / NO / NA  On Vessel with less than 16 Persons is EPIRB  Stowed accessibly and ready to place in Liferaft YES / NO / NA  **EPIRB** serviced as per manufacturer and registered YES / NO / NA  **SART**. (Categories 0 and 1 only)  Make and Model. (See annex 2, note 8)  SART mmsi number  **General alarm**. (Vessels carrying 15 persons) YES / NO./ NA  **Pyrotechnics**  Flares, Smoke Signals and Pyrotechnics MED approved  (wheelmarked) or comply with MSN1676 (does not apply  to hand held smoke signals) YES / NO./ NA  **Distress Flares**. All in date? YES / NO./ NA  List Quantities under Area Category   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **Category** | **0** | **1** | **2** | **3** | **4** | | Buoyant or hand smoke signals |  |  |  |  |  | | Red Hand flares |  |  |  |  |  | | Parachute flares |  |  |  |  |  | |  |
| **13.11**  **13.12** | | **Training Manual**. Containing the following information? YES / NO./ NA  Donning and use of lifejackets  Launching and boarding of life raft  Use of flares  Use of the life raft radar reflector  Use of the portable VHF radio, and EPIRB and SART (if carried)  Use of the life raft drogue  Hazards of exposure and use of warm clothing  Use of life raft equipment  Helicopter rescue, including the use of strop and stretcher  Garbage disposal plan.  **Instructions for On-Board Maintenance of Lifesaving Appliances**  (Required for vessels on bare boat charter)  Manual containing the following? YES / NO./ NA  Check list for use when carrying our inspections  Maintenance and repair instructions  Log for records of inspection and maintenance  **SOLAS Tables**. 1 copy No 1 or 2 copies No 2 (circle or box option) |  |
| **14**  14.1.1  14.1.2  14.1.3  14.1.4  **14.2**  14.2.1  14.2.2  14.2.3  14.3 | | **STRUCTURAL FIRE SAFETY**  Describe the means to retain fire extinguishant in the engine space:-  Describe Fire Flap Arrangements:-  Machinery Space Fans can be stopped from outside the Space YES / NO / NA  If Fan have Auto Shut Down confirm Manual Override YES / NO / NA  If no Machinery Space confirm Enclosed Box to Requirements YES / NO / NA  Are combustible liquids or materials stored in the engine space YES / NO  Confirm no Portlights or Windows in Engine Space Boundary YES / NO  Or if an Observation Port fitted it is no more than 150mm dia,  Fixed, with metal frame, fire rated toughened safety glass and  Has a permanently attached steel cover YES / NO / NA  **Vessel Cat 0 or 1 or Total Power over 750Kw or carrying 16+ Persons**  Steel Construction with no insulation has Class 1 Surface  Spread of Flame Coating to opposite sides of Bulkheads YES / NO / NA  GRP / FRP Construction: Engine Space Boundaries prevent  Passage of Smoke or Flame for 15 Minutes YES / NO  (Insulation, WR finish, Resin Additives or Intumescent Resin Finish  acceptable – Solvent borne Intumescent Paint not acceptable)  Aluminium or Wood Construction: Fire Protection Equal to GRP YES / NO / NA  Is insulation material within the engine space non combustible? YES / NO / NA |  |
| **14.4**  14.4.1  14.4.2  14.4.3  14.4.4  14.4.5 | | **CLEANLINESS AND POLLUTION PREVENTION**  Drip Tray or other Provision to retain oil leakage within  confines of engine space. YES / NO / NA  In Wood Vessel means to prevent oil absorption into structure YES / NO / NA  If engine bearers used to form Drip Tray they are high  Enough and have no limber holes YES / NO / NA  Pump and Container or similar means to collect oil  Residues for discharge to shore facilities YES / NO / NA  Engine space is clean, tidy and clear of oily waste or  Combustible materials YES / NO / NA |  |
| **14.5**  **Annex 5**  14.5  14.5.2  14.5.3  14.5.4  14.5.5  14.5.6  **Annex 5**  2.1  5.3  6.  7.  8. | | **OPEN FLAME GAS APPLIANCES**  List Make and Models of all gas appliances fitted:-  Does gas installation comply with ISO 10239 or similar YES / NO / NA  Are materials in the vicinity of open flame cooking or heating  non-combustible or faced with Class 1 Surface Spread of  Flame Rated Material YES / NO / NA  Combustible materials at safe distances from the cooker? YES / NO / NA  400mm vertically above cooker for horizontal surfaces  125mm horizontally from cooker for vertical surfaces  Curtains or suspended textiles not within 600mm of Open Flame YES / NO / NA  Is ISO 9094 used to confirm 14.5.4 and 14.5.5 YES / NO / NA  Describe the gas bottle stowage, draining and venting arrangement:-  Are flame failure devices fitted on all burners? YES / NO  Describe ventilation:\_  Are gas detectors fitted in all compartments with gas appliances? YES / NO  Is the emergency action card displayed? YES / NO |  |
| **14.6**  14.6.1  14.6.2 | | **FURNISHING MATERIALS**  Are upholstery foams Combustion Modified High Resilient  (recommended) YES / NO / NA  Do Upholstery Covering Fabrics satisfy Cigarette and  Butane flame tests of a recognised standard YES / NO / NA  Or have Coverings been sprayed with a Fire Protection YES / NO / NA |  |
| **14.7**  14.7.1  14.7.2  14.7.3  14.7.4 | | **FIRE DETECTION**  If totalled installed horsepower (engines and generators)  Is greater than 750Kw are fire detectors fitted in engine space YES / NO / NA  If Vesselcarries 16 + Persons or operates in Cat 0 or Cat 1  are Fire detectors fitted in:-  Engine Space YES / NO / NA  Spaces containing Open Flame Devices (e.g., Cooker) YES / NO / NA  Is Fire Detection fitted in any Space identified by the CA  As posing a Fire Risk to Passengers or Crew (e.g. Galley or  Sleeping Cabins) YES / NO / NA  Fire Detectors, where fitted, give warning audible in both  The protected space and at the Helm YES / NO / NA |  |
| **14.8**  14.8.1  14.8.2  14.8.3  14.8.4 | | **MEANS OF ESCAPE**  2 Means of Escape are required in:-  Accommodation spaces for sleeping or rest  Other accommodation spaces affected by fire risk  Manned Machinery Spaces unless with 5 metres of Single Entrance  Describe escape routes from above Spaces:-  If single means of escape from accommodation is accepted  are fire detectors provided to give early warning YES / NO / NA  Describe Accommodation Fire Detectors:-  Means of Escape clearly marked on both Sides YES / NO / NA  Escape function demonstrated to satisfaction of CA YES / NO / NA  Sailing Multi-Hull over 12 metres Length has suitable  Escape Hatches above upright and inverted waterlines YES / NO / NA |  |
| **15.**  15.2  15.3  15.4  15.5  **15.6** | | **FIRE FIGHTING APPLIANCES**  Vessel less than 6 metres in Cat 6 Waters YES / NO  Open Vessels / RIBS up to 8 metres with no Deckhouse YES / NO  Under 15 metres with 15 or Less Persons not 15.2 or 15.3 YES / NO  Vessels 15 metres or more or 16 or more Persons YES / NO  List Portable Extinguishers by Compartment:-   |  |  |  |  | | --- | --- | --- | --- | | **Compartment** | **Extinguisher Type** | **Maker** | **Fire Rating** | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  | |  |  |  |  |   **Fire Extinguishing in Machinery Spaces**  Describe the machinery space extinguishing system:- |  |  |
| **16**  16.1.2  16.2.3  16.2.5  16.2.6 | | **RADIO EQUIPMENT** (fitted, portables are listed later)  List Makes and Models Fitted:-   |  |  |  |  |  | | --- | --- | --- | --- | --- | | **Radio Type** | **Cat Required** | **Make** | **Model** | **DSC**  **Y / N** | | VHF Fixed | 0 to 5; R6 |  |  |  | | VHF Portable | 0 to 6 |  |  |  | | MF SSB with DSC | 0 and 1; R2 |  |  |  | | MF / HF Transceiver with DSC | R 0 and 1 |  |  |  | | Navtex Receiver | 0 and 1; R 2 to 5 |  |  |  |   Confirm DSC facility on Vessel built since Feb 2005  or if equipment has been renewed since then YES / NO  Is an emergency aerial carried? YES / NO / NA  Is vessels operating in Categories 0, 1 & 2 where  there is a low density of shipping? YES / NO / NA  If yes, describe the additional radios carried:-  Battery for Radio Equipment has adequate Capacity  for effective use of GMDSS Installation YES / NO / NA  Charging Facility to Batteries used for Radios Adequate YES / NO / NA  Radios marked with Vessels Call Sign any relevant Codes  and MMSI number YES / NO / NA  Emergency Action Card Displayed YES / NO / NA  Brief and Clear Operating Instructions for Hand-Held VHF YES / NO / NA |  |
| **17** | | **DOT APPROVED LIGHTS, SHAPES ETC**  Circle the lights, shapes and sound signals carried  **Lights**  Port Starboard Steaming Stern Bi-colour Tri-colour Anchor  N U C (over 12m)  **Shapes**  Anchor 1 Ball YES / NO  Motor Sailing 1 Cone YES / NO  N U C over 12m 2 Balls YES / NO  Aground 3 Balls YES / NO  Restricted / Underwater Ops Ball Diamond Ball YES / NO  Diving A Flag YES / NO  **Sounds**  Bell Sound signal (If over 20m to be DOT approved)  Describe:- |  |
| **18**  18.1.1  18.1.1.1  18.1.1.2  18.1.1.3  18.1.1.4  **18.2**  18.2.1  18.2.2  **18.3**  18.3.1  18.3.2 | | **NAVIGATIONAL EQUIPMENT**  Efficient Magnetic Compass Fitted YES / NO / NA  Valid Deviation Card Fitted (validity 2 years) YES / NO / NA  In Steel Vessel Compass corrected for Co-efficients  B, C and D and Heeling Error YES / NO / NA  Is the steering compass visible to the helmsman? YES / NO / NA  For Cat 0 to 3 is the compass adequately lit? YES / NO / NA  Hand bearing compass or Pelorus? YES / NO / NA  List Make / Model:-  **Fluxgate Compass**  Is a Fluxgate compass fitted in lieu of Magnetic YES / NO / NA  If yes, confirm suitable back up Power Supply YES / NO / NA  Does Fluxgate Compass have a Calibration routine  Able to measure Magnetic Deviation YES / NO / NA  **Other Equipment**  Confirm Echo Sounder Fitted YES / NO / NA  or other means to measure Depth YES / NO / NA  For Cat 0, 1 or 2 confirm fit of:-  Receiver for Global Navigation Satellite System YES / NO / NA  Or Terrestrial Radio Navigation System YES / NO / NA  And Distance Measuring Log (unless using GPS) YES / NO / NA  List radio navigational aids, log and echo sounder fitted:-   |  |  |  | | --- | --- | --- | | **Item** | **Make** | **Model** | |  |  |  | |  |  |  | |  |  |  | |  |  |  | |  |  |  | |  |  |  | |  |  |  | |  |  |  | |  |
| **19**  **19.1** | | **MISCELLANEOUS EQUIPMENT - Nautical Publications**  **Vessels under 12 metres length**  Up to date charts for the area of operation corrected regularly YES / NO / NA  Nautical Almanac with:-  Tide Tables; Tidal Stream Atlas; List of Radio Signals;  And International Code Signals YES / NO / NA  **Vessels over 12 metres length**  Up to date charts for the area of operation corrected regularly YES / NO / NA  Tide tables YES / NO / NA  Tidal stream atlas YES / NO / NA  Sailing directions YES / NO / NA  List of radio signals YES / NO / NA | **Surveyor’s Use** |
| **19**  19.2  19.3  19.4.1  19.4.2  19.4.3  19.5  19.6 | | **MISCELLANEOUS EQUIPMENT**  Signalling lamp or searchlight YES / NO / NA  Radar reflector (complying with M Notice 1638 or as amended) YES / NO / NA  Barometer (other than dedicated pilot boat) YES / NO / NA  Inclinometer for Sailing Monohull in Cat 0 or 1 or with 16 Persons YES / NO / NA  Anemometer for Sailing Monohull in Cat 0, 1, 2, 3 YES / NO / NA  Searchlight for Cat 0, 1, 2 or 3 YES / NO / NA  Wire cutters (sailing vessels only) YES / NO / NA |  |
| **20**  20.1.2  20.2.5  20.2.6  20.3.4  20.3.5  20.3.6  20.5.1  20.5.2 | | **ANCHORING EQUIPMENT**  Is anchor stowage adequate YES / NO / NA  Is anchor rigged ready for use YES / NO / NA  Describe design / type of anchors (e.g. Bruce, Plough etc)  Main  Kedge  Other  Anchor cable form, material and attachments satisfactory YES / NO / NA  Anchor cable bitter end secured to structure YES / NO / NA  If cable is wire rope are thimbles fitted both ends YES / NO / NA  Is a windlass fitted? (Compulsory if anchor over 30kg) YES / NO / NA  Is foredeck strong point adequate YES / NO / NA  Is a Bow Roller or Fairlead fitted YES / NO / NA |  |
| **20** | | **ANCHOR AND CABLE SIZES**  Length for determining anchors and cable = LOA + LWL = m  2  Note that anchor cables for vessels under 15m may be of chain and warp but there must be a minimum of 10 metres or 20% of chain (whichever is the longer). The total length of the anchor cable should not be less than 4 x LOA or 30 metres (whichever is the longer) for each of the main and kedge anchors   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | |  | **Main Anchor** | **Main Chain** | **Kedge Anchor** | **Kedge Chain** | **Towline** | | **Req. Size** |  |  |  |  |  | | **Fitted Size** |  |  |  |  |  | | **Length Req.** |  |  |  |  |  | | **Length Fitted** |  |  |  |  |  | |  |
| **Code Para**  **21**  21.1.1  21.1.2.1  21.1.2.2  21.1.4  21.1.5  21.2.1  21.2.2  21.2.3.1  21.2.4  21.2.5  21.2.5.2  21.2.6.1  21.2.6.2  21.2.7 | | **ACCOMMODATION** (General)  Are there adequate handholds and grab rails? YES / NO / NA  Is all heavy equipment secure? YES / NO / NA  Storage lockers with heavy items have secure lids / doors YES / NO / NA  Is there adequate ventilation to all accommodation spaces YES / NO / NA  Hot water systems suitable for the operating pressure YES / NO / NA  Vessels on Long International Voyages – 6 Air Changes / Hour YES / NO / NA  Electric Light to all Accommodation and Working Spaces YES / NO / NA  Adequate FW Tankage and Piping YES / NO / NA  2 Litres Emergency Fresh Water per Person YES / NO / NA  Bunk or Cot for each Person onboard YES / NO / NA  50% of Bunks fitted with Leeboard or Leecloth YES / NO / NA  Galley has cooker, sink and working surface YES / NO / NA  Is the cooker secure? YES / NO / NA  Is cooker gimballed YES / NO / NA  Is gimballed cooker able to be locked off YES / NO / NA  If yes, is a strap or bar fitted to secure the Cook YES / NO / NA  Adequate toilets with washbasins YES / NO / NA  1 Flushing Marine Toilet and 1 Washbasin for every 12 Persons YES / NO / NA  Adequate stowage for personal effects for all on board? YES / NO / NA | **Surveyor’s Use** |
| **22**  22.1  **22.2**  22.2.2  22.2.3  22.2.4  22.2.5  22.2.6 | | **PROTECTION OF PERSONNEL**  Deckhouse of Adequate Strength YES / NO / NA  **Bulwarks, Guardrails and Handrails**  Bulwarks or 3 Courses of Rails or taut Wires with top of  Bulwark or top Course 1000mm above Deck. Distance  between lowest Course and Deck not less than 230mm and  between other Courses not less than 380mm YES / NO / NA  If proper working of Vessel would be impeded or there are  not Persons frequently on Deck are alternative measures  considered – see ISO 15085 YES / NO / NA  If yes, Describe arrangements  If cockpit is open aft to sea are additional guardrails fitted  So that no opening is wider than 500mm YES / NO / NA  Are alternative arrangements made for Vessel in Cat 6  Where it is impractical to fit guardrails? If yes Describe:- YES / NO / NA  Adequate handrails for stairwells, ladders and decks without  Bulwarks or Guardrails YES / NO / NA  Adequate Handgrips, toeholds and handrails fitted in a RIB to  Ensure Safety of all in worst Weather conditions likely YES / NO / NA |  |
| **22.3**  22.3.1  22.3.2  22.3.3  22.3.4  22.4  22.4.3  22.4.4  22.4.5  22.4.6  22.4.7  22.4.8 | | **Sailing Vessels**  600mm High Bulwarks or 2 Courses of Rails  or taut Wires around Working Decks supported  at intervals of not less than 2200mm YES / NO / NA  For Vessel under 9 metres length where crew do not  leave the cockpit Bulwarks or a single Course of taut  Wire not less than 450mm high with no vertical opening  greater than 560mm YES / NO / NA  For vessel with a headstay a fixed or drop nose Bow Pulpit  at least as high as guardrails, except in way of a substantial  bowsprit, and with closure at guardrail height YES / NO / NA  Where Pulpit is open at centre for access to a Bowsprit  Is there and efficient means of closure YES / NO / NA  And Jackstays fitted YES / NO / NA  **Safety Harnesses** (Sail all, Motor 2 required)  Number fitted - Adult  Number fitted - Child  Jackstays required on exposed Decks for attaching Harnesses  Harness Fastening Points close to Companionway and at  both sides of Cockpit YES / NO / NA  If Guard Rails or Wires not provided or do not meet 22.2  or 22.3 Jackstays to be fitted full length of Decks YES / NO / NA  Jackstays for Sailing Vessels in Cat 0, 1, 2, or 3 YES / NO / NA  For Motor Vessels with Guard Rails at less than required  height suitable signage to delineate Crew Only Deck Areas  and alternative arrangements for Crew Protection YES / NO / NA  With Open fronted Pulpit Jackstays extend right forward YES / NO / NA |  |
| **22.5** | | **Toe Rails**  For Sailing Vessel Toerail not less than 25mm  high around Working Deck YES / NO / NA |  |
| **22.6** | | **Safe Location**  Safe Location for all Persons in a RIB or Non-Decked Vessel YES / NO / NA |  |
| **22.7**  22.7.1  22.7.2  22.7.3  22.7.4 | | **Surface of Working Decks**  Surface of Working Decks to be Non Slip (circle option fitted)  Chequer Plate; Unpainted Wood; Moulded in Pattern; Non Slip Covering  Hatch Lids and Flat Coachroof Sides adequately Non Slip YES / NO / NA  Upper Surface of RIB Buoyancy Tubes has a Non Slip finish YES / NO / NA |  |
| **22.8** | | **Recovery of Persons from Water**  Overside Boarding Ladder YES / NO / NA  Or Scrambling Net YES / NO / NA  extending from Weather Deck at least 600mm below Water YES / NO / NA |  |
| **22.9**  22.9.1.1  22.9.1.2  22.9.1.3 | | **Personal Clothing**  Owner advised of responsibility to ensure:- YES / NO / NA  Clothing for each Person appropriate to sea and air temperature  In sea temperature under 10 degrees Dry Suits or Immersion Suits for All  Footwear for each Person with Non Slip Soles |  |
| **22.10** | | **Noise**  Vessel meets Noise Level Requirements YES / NO / NA |  |
| **23 &**  **Annex 2** | | **MEDICAL STORE.** Circle type provided.  (see latest M Notices which supersede the requirements in the Code)  **Category 0 Vessels** Category A Medical stores  **Category 1 Vessels** Category B Medical stores  **Category 2, 3 & 4 Vessels or Bare Boats** Cat C Medical stores  (circle appropriate option) |  |
| **24** | | **TENDER** (If fitted)  Marked with carrying capacity & max number? YES / NO / NA |  |
| **25**  25.1 | | **REQUIREMENTS SPECIFIC TO THE USE OF THE VESSEL**  Taut Luff Storm Jib YES / NO / NA  Adequate facility to attach or hank on Storm Jib YES / NO / NA  Tri-Sail or Deep Reef Main (60% hoist) YES / NO / NA |  |
| **25.2**  25.2.1.3  25.2.1.4  **25.2**  25.2.2.1  25.2.2.2  25.2.2.3  25.2.2.4  25.2.2.5 | | **VESSEL ENGAGED IN COMMERCIAL TOWING**  Owner advised to consider duration of tow  with regard to Safe Manning YES / NO / NA  Relevant MSNs onboard giving guidance on  Safe Towing YES / NO / NA  **Towing Arrangements**  Design of tow gear and lead of towline minimises  overturning moment YES / NO / NA  Describe arrangements:-  Tow hook or line to have positive means of release  that will function under all operating conditions YES / NO / NA  Tow hook or equivalent structure strong enough to withstand  all loads imposed during towing operations YES / NO / NA  Tow hook / line release mechanism to be controllable  from all conning positions YES / NO / NA  Towing arrangements appropriate to task in hand and  Maintained to ensure in an efficient working condition YES / NO / NA |  |
| **25.2.3**  25.2.3.1  25.2.3.2  25.2.3.3 | | **WEATHERTIGHT INTEGRITY**  Doorways in superstructure, deckhouse and exposed  machinery Casings on the Weather Deck that access below  deck spaces should be efficient and Weathertight YES / NO / NA  Weathertight Doors to be secured closed when towing YES / NO / NA  Doors to be marked “Keep Closed when Towing” YES / NO / NA  Machinery and Space Vents required to be Open during  Towing are at high level as protection from downflooding YES / NO / NA  Air pipes and vents as far inboard as possible and fitted  With automatic mans of closure when flooding the  compartment would compromise the safety of the Vessel YES / NO / NA |  |
| **25.2.4** | | **THE TOWED VESSEL**  Vessel, pontoon or barge towed to sea from a place in the UK  surveyed and issued with appropriate Load Lone Certificate YES / NO / NA  (See 25.5 re Non Self Propelled Vessel) |  |
| **25.3**  25.3.1  25.3.2  25.3.3  25.3.3.1  25.3.3.2 | | **CARGO CARRYING**  All Cargo to be stowed and secured in a safe manner  Strength of securing points adequate YES / NO / NA  Free drainage of water from Cargo YES / NO / NA  Safe access in way of Cargo stows YES / NO / NA  Unobstructed visibility from the Wheelhouse YES / NO / NA  Cargo hatchways to dry cargo holds of efficient,  weathertight construction YES / NO / NA  Describe hatchway arrangements:-  Cargo hatchway normally 760mm high or more YES / NO / NA  Hatch covers and coamings withstand 1.5 tonnes / m2 YES / NO / NA  Efficient means of hatch closure YES / NO / NA  Describe-  Hatch cover able to withstand load of any cargo stowed on it YES / NO / NA  Reduced height of hatch coaming or flush hatch specially  Considered by CA. Give details:- YES / NO / NA |  |
| **25.4**  25.4.1  25.4.2  25.4.3  25.4.4  25.4.5  25.4.6  25.4.7  25.4.8  25.4.8  25.4.8 | | **VESSEL FITTED WITH A DECK CRANE**  See 11.6 regarding Stability  Generally a vessel fitted with a deck crane should be a decked vessel.  Is vessel a decked vessel YES / NO / NA  Is vessel’s structure and crane supporting structure of sufficient strength  YES / NO / NA  Have load tests been conducted to verify the safe operation of the crane or other lifting device, its foundation and supporting structures? YES / NO / NA  Is an inclinometer fitted to guide the crane or lifting device operator? YES / NO / NA  Are relevant notices fitted showing:  Maximum permitted load and outreach YES / NO / NA  Means of determining operating radius and SWL YES / NO / NA  Openings leading below deck that must be secured closed YES / NO / NA  All persons to be above deck before lifting YES / NO / NA  Does lifting system incorporate counter balance weights YES / NO / NA  (If yes to be specially considered by the MCA)  CA to be satisfied that safety of vessel is not endangered by lifting operations  YES / NO / NA  Are means provided for efficient stowing of cargo and loose equipment during lifting operations YES / NO / NA  Are instructions to skipper on Safety Procedures to CA satisfaction YES / NO / NA |  |
| **25.6**  **26.6.2**  25.6.2.1  25.6.2  **25.6.3**  \*5.1.2.3  \*5.4  \*7.3  \*11  \*13  \*19.5  \*21  \*22  \*22.4  \*22.8  \*22.8.1  \*22.8.2  \*22.8.3  \*22.8.4  \*22.8.5  \*22.8.6  \*26 | | **VESSEL ENGAGED AS A PILOT BOAT**  **A Small Commercial Vessel Engaged as a Pilot Boat**  A Small Commercial Vessel engaged as a Pilot Boat to comply with 25.6.3 paras marked with an **\***  Are other measures provided to prevent persons falling overboard if no safety rail system as required by \*22.4 or 25.6.3 is fitted> YES / NO / NA  **Dedicated Pilot Boat \* Items**  Is normal access to open deck forward facing YES / NO / NA  Are pilot boarding activities visible from helm position and  Adequate in both vertical and horizontal planes YES / NO / NA  Is Vessel fitted with a petrol engine YES / NO / NA  Does vessel carry an approved Stability Information Booklet YES / NO / NA  Pilot Boats to be provided with immersion suits for all onboard  List number of survival suits provided \_\_\_  4 Parachute illuminating flares to be provided YES / NO / NA  6 Red Rocket Parachute Flares to be provided YES / NO / NA  2 Line Throwing Appliances to be provided YES / NO / NA  Permanently mounted searchlight to be provided YES / NO / NA  For non-seagoing pilot boats, seating commensurate with vessel’s expected operating conditions to be provided YES / NO / NA  Sidedecks to have a minimum width of 400mm YES / NO / NA  Sidedecks to be adequately illuminated YES / NO / NA  Safety Rail System – see 25.6.2.2 above  Rescue Retrieval Equipment to be Provided  Transom Steps and / or ladder YES / NO / NA  2 Buoyant Lines of not less than 18m with Rescue Quoit YES / NO / NA  Means to bring a Person to the Retrieval Point YES / NO / NA  Ladders to be Suitable YES / NO / NA  Protection from Propellers YES / NO / NA  Retrieval Tests Witnessed by Surveyor, Describe  Manning and Crew Qualifications  Owners advised to Note Code Requirements YES / NO / NA |  |
|  | **REPORT BY THE SURVEYOR ON THE MATERIAL CONDITION OF THE VESSEL**  **(a current out of water photograph must accompany this survey)**  Identify reason for Coding below:-   |  |  |  | | --- | --- | --- | | **1.** | **New Build** | **YES / NO** | | **2.** | **Used at Initial Survey** | **YES / NO** | | **3.** | **Re-Coding Inspection**  (5th Year or after Cancellation) | **YES / NO** | | **4.** | **Transfer from another CA** | **YES / NO** | | **5.** | **Overseas Vessel operating in UK Waters**  (under SI [1998/1609 or 1998/2771]) | **YES / NO** |   Place an X in the box to indicate the condition of the vessel when seen out of the water. Headings below are for guidance and may not be applicable to the vessel concerned. Surveyors should add as seen fit. If deterioration is sufficient to preclude issue of a Certificate, Surveyors are to advise the Owner / Managing Agent accordingly and not sign the form until repairs are completed to their satisfaction.  Each section to be classed as either:-   |  |  | | --- | --- | | **A.** | Condition satisfactory, no sign of significant deterioration at present | | **B.** | Deterioration evident, but will not immediately compromise Vessel’s Safety | | If B listed Owner / Managing Agent is to initial to confirm his awareness of the problem | |  |  |  |  |  | | --- | --- | --- | --- | | **No.** | **Description** | **A** | **B** | | **External Examination** | |  |  | | 1 | Keel and Keel to Hull Joint |  |  | | 2 | Rudder Blade and Hangings |  |  | | 3 | Shaft, Propeller and associated Sterngear |  |  | | 4 | Skin Fittings |  |  | | 5 | Underwater Hull |  |  | | 6 | Cathodic Protection |  |  | | 7 | Topsides |  |  | | 8 | Deck |  |  | | 9 | Deck Fittings |  |  | | 10 | Chain Plates and Shroud Anchorages |  |  | | 11 | Windows |  |  | | 12 | Steering Gear |  |  | | 13 | Mast and Rig (general condition views from the deck) |  |  | | 14 |  |  |  | | 15 |  |  |  | | **Internal Examination** | |  |  | | 16 | Skin Fittings including Pipework and Toilets |  |  | | 17 | Internal Structure:  Bulkheads, Frames, Floors, Longitudinals, Engine Bearers, Deck Joint |  |  | | 18 | Shroud Attachment and Reinforcement |  |  | | 19 | Engine Mounting |  |  | | 20 | Engine Pipework |  |  | | 21 | Electrical Wiring |  |  | | 22 | Keel Attachment and Surrounding Area |  |  | | 23 | Steering Gear and Emergency Steering |  |  | | 24 | Tanks |  |  | | 25 | Sternglands, Sterntube and Propeller Shaft |  |  | | 26 | Cathodic Protection |  |  | | 27 |  |  |  | | 28 |  |  |  | | | **Surveyors Use** |

|  |  |  |
| --- | --- | --- |
|  | **DECLARATIONS**  **A. By the Surveyor**  I have examined the vessel \_\_\_\_\_\_\_\_\_\_\_\_\_Unique Number \_\_\_\_\_\_\_\_\_\_\_\_\_at \_\_\_\_\_\_\_\_\_\_\_\_\_\_ (OW) on \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ and \_\_\_\_\_\_\_\_\_\_\_ (IW) on \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (an out of water photograph is attached)  I believe that the vessel complies with the requirements of the ‘The Safety of Small Commercial Sailing/Motor Vessels, a Code of Practice MGN 280. I submit the equivalent provisions as follows:-  Code Section N/A Alternative provision N/A Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Name of IIMS Nominated Surveyor: FRASER NOBLE Signature:- | |
|  | **B. By the Owner/Managing Agent** (Delete as appropriate).  I declare that the vessel is designed, built and equipped as described on this form and I hereby undertake:  1. To maintain the vessel in a sound and seaworthy condition.  2. To report any changes to the details shown on this form.  3. To notify the Certifying Authority of any collision or grounding, fire or other event causing major damage. (Any repairs must be approved by the IIMS)  5. To make the vessel available for examination by the MCA inspectorate or to the Certifying Authority at any time during the validity of this certificate.  6. The Owner agrees to comply with the Marpol Clean Seas Act and the Vessel Manning Procedures contained within MGN280.  7. **To submit a photocopy of this page with the appropriate fee on the due date in return for an annual hard card Certificate.** (A three month period of grace is given before the certificate will be cancelled.)  8. To keep the SCV certificate, the SCV2, and the annual card certificate on board the vessel at all times.  9. That the manning and operation of the vessel complies with annex 3 in MGN 280.  10**. That I will inform the IIMS IMMEDIATELY if the Vessel is sold at which point this certificate will be cancelled.**  **Signature of Owner**  Signature \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Print Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Dated \_\_\_\_\_\_\_\_\_\_\_\_  **Cat 0 & Cat 1 vessels plus all work and pilot boats require annual examinations by an IIMS surveyor.** | |
|  | ANNUAL REVIEW SIGNATURE SECTION | |
|  | **First annual examination-to be carried out by:** Owner/Agent/Marine Surveyor’s (delete as Rqd)  signature \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Print name\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Date Review Carried out\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  | |
|  | **Second annual examination-to be carried out by** Owner/Agent/Marine Surveyor’s (delete as Rqd)  signature \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Print name\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Date Review Carried out\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  | |
|  | **Third annual examination must be carried out by an IIMS Examiner**  signature \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Print name\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Date Review Carried out\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  | |
|  | **Fourth annual examination-to be carried out by** Owner/Agent/Marine Surveyor’s (delete as Rqd)  signature \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Print name\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Date Review Carried out\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  | |
|  | **Fifth Year Survey must be carried out by an IIMS Examiner. This is an out of water survey that must be completed by \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_.** |  | |

**EMBED OR ATTACH OUT OF WATER AND OTHER PHOTOGRAPHS HERE**