



Pre-port Arrival Quick Reference and Downloadable Check List

MASTER'S OFFICE CERTIFICATES AND DOCUMENTATION

- Certificates and documents are available on board, current and valid, and properly endorsed.
- The vessel's Master reviews the information to confirm that the agent has returned the original certificates.
- Servicing certificates for firefighting and lifesaving equipment are in date and available.
- Special attention should be paid to dates, capacities, and required supplements.
- If the vessel has been issued an e-Certificates, anyone can quickly validate an e-Certificate by searching the ABS e-Certificate Online Database:
<https://ww2.eagle.org/en/rules-and-resources/e-certificate-online-database.html>

STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING (STCW)

- The vessel's crew members are adequately trained and have the appropriate training certification. Many flag Administrations may require certificates to be issued by the vessel's flag State.

ISM AND ISPS CODES

- The vessel's Master has a firm knowledge of the vessel's Safety Management System as well as the International Ship and Port Facility Security (ISPS) Code.
- Proper on-board maintenance and drills are carried out and documented in the vessel's log book as required by the ISM and ISPS Codes.

ILO MARITIME LABOUR CONVENTION

- Master is familiar with the national requirements and company's measures ensuring compliance with the requirements of the Convention relative to seafarers' working and living conditions on board.

- Survey planning document (including enhanced survey report files) - required by ESP oil tankers, bulk carriers and chemical carriers
- Shipboard Oil Pollution Emergency Plan (SOPEP) including updated contact list
- Shipboard Marine Pollution Emergency Plan (SMPEP)
- Grain loading manual
- Damage control plan
- Loading instrument book
- Coating technical file - required for Performance Standard for Protective Coatings (PSPC)
- Emergency towing procedure
- Garbage and Oil Record Book
- Applicable maintenance manuals.

PSC CATEGORIES: BRIDGE

NAUTICAL PUBLICATIONS

- The latest publications are on board for ready reference such as IMO publications and flag Administration regulations.

CHARTS

- Charts, including tide tables, are up to date.
- The Notice to Mariners is properly logged.
- Electronic charts display the information systems.

PASSAGE PLANS

- Voyage passage plans are correctly documented.

MAGNETIC AND GYRO COMPASSES

- The standard magnetic compass is adjusted for proper working condition, and the deviation card has been updated.
- No excessive deviation errors.
- The standard magnetic compass is free of air bubbles.
- The lifeboat/rescue boat magnetic compass is in good working order.
- The gyro compass is operational, and the error book is maintained.

GMDSS, EPIRB AND AIS

- Radio equipment is in good working order and is serviced and tested by a recognized radio technician.
- EPIRB is in proper working condition, programmed correctly and the battery expiration date is displayed within the window.
- The vessel's automatic identification system (AIS) is properly programmed and operational.
- VDR annual performance test certificate is on board.
- LRIT is in working condition, and the test report is available.

RADAR TRANSPONDER

- The radar transponder is located in the proper location, operationally tested and the expiration date of batteries is confirmed.

RADARS, ECHO SOUNDER AND ECDIS

- Radars and echo sounder are in proper working condition.
- ECDIS audible alarms are fully functional.

BRIDGE NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS)

- BNWAS is installed and tested that it is in proper working condition.

THE BATTERY ROOM

- Room is to be inspected for cleanliness and proper ventilation.
- Battery room equipment is present and in good condition (gloves, eye protection, hydrometer, etc.).

PYROTECHNICS

- Dates on flares are not expired and required amount are to be on board.

PSC CATEGORIES: ACCOMMODATIONS

FIRE DAMPERS AND DOORS

- The fire dampers are in good working condition, functionally tested and recently examined internally and externally.
- Damper flaps are structurally sound with no edge wastage.
- The external ventilation trunk is marked to show damper flap position – OPEN or CLOSE.
- The location of fire dampers can be found on the fire control plan.
- Louver type dampers are tested to ensure louver contact and function.
- Weathertight doors are closing properly and in accordance with load line regulations.
- Accommodation internal fire doors not tied back with ‘hooks’

FIREFIGHTING EQUIPMENT

- The fire, smoke and heat detectors have been tested for proper operation.
- Fire detection panel displays with no faults.
- Fire stations have the appropriate equipment secured properly.
- Fire hoses are not leaking and have been checked for dry rot and usability.

- Fire line isolating valve between the engine room (ER) and deck has been tested and is working properly.
- Foam systems where fit have had analysis samples taken and are operation-ready.
- Fixed water spray system valves are aligned and ready for immediate use.
- Access to fixed CO₂ system (key in glass box) to be readily available.

FIRE CONTROL PLANS

- Fire control plans are up to date with appropriate IMO markings and symbols.
- Emergency control stations are clean and equipped with applicable safety equipment.
- Remote and quick closing devices are in good operating order.

LIFE JACKETS WITH LIGHTS AND WHISTLES

- The correct number and location are clearly shown on the safety plan and are located on board.

CABLE PENETRATIONS

- Cable penetrations in accommodation bulkheads (wheelhouse/radio room, etc.) are all effectively sealed.

PSC CATEGORIES: CARGO AREA

LIFERAFTS

- Liferafts have been serviced by an approved servicing company.
- Liferaft hydrostatic releases are correctly connected and have valid service certificates and/or expiry dates.
- Liferafts are properly secured.

HATCH COVERS AND WEATHERTIGHT CLOSING APPLIANCES

- Hatch covers and weathertight closing appliances are in proper working condition and have been checked for missing or damaged gaskets, cleats, wedges and securing devices.
- Hatches are tight and properly fitted.
- Where required, there is safe access to the bow.

CARGO CONTROL ROOM

- Oil Discharge and Monitoring Equipment is functioning properly and has not been tampered with.

PSC CATEGORIES: MAIN DECK

LIFEBOATS/RESCUE BOAT

- The lifeboat (rescue) structure (hull integrity, seats/ thwarts, flooring, releasing hook connections to the boat, releasing gear, tiller/gudgeons) has been checked for proper maintenance with no wastage or rot.
- The engine is in good working condition and has been operationally tested, and fuel tank is full.
- The lifeboat (rescue) equipment has been checked for proper quantity, expiration date and condition.
- Lifeboat/rescue boat painter is connected.
- Lifeboats (rescue) have been lowered as per schedule and released from hooks to confirm release mechanisms.
- Required interior equipment has been accounted for.
- Lifeboat seat belts are of contrasting colors.
- Lifeboat window at helmsman's position has clear visibility.

LIFEBOAT/RESCUE BOAT AND LIFERAFT DAVITS

- Davits are in good working condition and have been operationally tested.
- Davits should be checked for wastage, proper hoisting/lowering and braking function.
- Sheaves and loose gear are not worn.
- Wires have been serviced and changed out as necessary.
- Limit switches and winches have been tested.
- Launching instructions are clearly posted and located in way of emergency lighting.

DECK

- Excessive corrosion, cracking, buckling – if found should be immediately reported to the local ABS office.
- Handrails are intact and in accordance with load line regulation.

AIR PIPES AND VENTILATORS

- Air pipes and closure devices are checked for wastage.
- Closure devices have been opened and the flame screen checked.

SHORE CONNECTIONS

- International shore connection is on board.
- Electrical shore connections have proper connections and are functioning.
- MARPOL Annex I and IV standard discharge connections where required have proper fittings, are marked, and have proper intact drip coamings.

ACCOMMODATION LADDER

- Accommodation ladders are free of any defects (fractured steps, side ropes etc.), and the gangway safety net has been prepared and correctly rigged.

PSC CATEGORIES: ENGINE ROOM

MAIN AND EMERGENCY FIRE PUMPS

- The main and emergency fire pumps are to be in proper working condition – gauges operational, priming pump functioning, remote starting is operational (if applicable) and pumps are capable of taking sea suction and maintaining the proper line pressure.
- Operating instructions are posted in plain view.
- Visual examination is completed of fixed firefighting system nozzles.

MACHINERY SAFETY SYSTEMS

- Valves are free from obstruction and are in operational condition.
- All machinery safety systems are operational without alarms present.
- All FO Tank sounding pipes are closed, and self-closing devices are working correctly.

ELECTRICAL INSTALLATION

- 220v main and emergency switchboards, and feeder panels are clear of any low insulation readings.
- Switchboards are to be provided with insulated matting both in front and behind.

CLEANLINESS

- Excess oil leaks from engines, bilges, containment areas and FO/LO processing areas have been cleaned.
- The sources of any excessive oil leaks have been rectified.
- Repair damaged lighting and/or replace burned bulbs.
- Fire hydrants and hose stations are clean and in good working order.
- No thermal insulation is oil soaked.

MARPOL ANNEX V

- Garbage Management Plan are available on board.
- Garbage Record Book entries are up to date.
- Incinerator alarms and safety devices are all fully operational.

MAIN PROPULSION ENGINE

- Components of the main propulsion engine are working correctly.
- The emergency control station and engine side station are operating correctly.
- Validate that emergency procedures can be carried out as applicable.
- There are no visible engine oil leaks.
- MARPOL Annex VI, technical files for each engine should be available.
- The record book of the engine parameters should be updated by the Chief Engineer as applicable.

AUXILIARY ENGINES AND EQUIPMENT

- Auxiliary engines and attachments have been tested to see that gauges, emergency shut downs, automatic changeovers and quick closing valves are operating properly.
- Auxiliary engine fuel oil leakage alarms are working and drain valves are in closed position.
- MARPOL Annex VI, the EIAPP certificates and technical files for each engine should be available.
- The record book of the engine parameters should be updated by the Chief Engineer as applicable.
- There are no visible engine oil leaks.

OILY WATER SEPARATOR EQUIPMENT

PORTABLE AND FIXED FIREFIGHTING SYSTEMS

- Systems have been serviced as required and extinguishers are properly marked with date of servicing.
- Machinery space fire hoses are correct length (15m maximum).
- Boiler burner location is provided with sand box.
- Fire Doors have proper closing mechanisms and are not purposely open.

MARPOL ANNEX VI (INCINERATORS)

- Valid IMO Type Approval Certificate is available.
- Manufacturer's operating manual is available.
- Incinerator alarms and safety devices are all fully operational.

PSC CATEGORIES: WORK SPACES (PUMP ROOM, STEERING FLAT, ETC.)

MAIN AND EMERGENCY FIRE PUMPS

- The main and emergency fire pumps are to be in proper working condition – gauges operational, priming pump functioning, remote starting is operational (if applicable) and pumps are capable of taking sea suction and maintaining the proper line pressure.
- Operating instructions are posted in plain view.

STEERING GEAR

- The main and emergency steering gear has been tested and is functioning properly with no visible hydraulic leaks.
- Steering gear gyro compass repeater without deviation error.

PORTABLE AND FIXED FIREFIGHTING SYSTEMS

- Systems have been serviced as required and extinguishers are properly marked with date of servicing.

INSULATION

- A-60 Insulation is intact in all areas (emergency escape trunks, etc.).

PSC CATEGORIES: PORT ARRIVAL

PRE-ARRIVAL

- Accidental damage that is suffered while sailing to the port of call must be submitted to the Port State with details on the circumstances of the accident, damage suffered, remedial action and information about notification to the Flag State.

INCREASED CHANCES OF PORT STATE ACTIVITY

- First time being in the region in the past year.
- Vessel has not been inspected in the last 6 months.
- Deficiencies were found at last Port State inspection.
- Vessel has been detained in the last year.

ISM CODE: PSC ISM-RELATED DEFICIENCIES

ISM ELEMENT 2: SAFETY AND ENVIRONMENTAL PROTECTION POLICY

- A Safety and Environmental Protection (SEP) policy, understood and supported by the crew, provides strong evidence of an overall effective implementation of the company's SMS

ISM ELEMENT 3: COMPANY RESPONSIBILITIES AND AUTHORITY

- The provision of support, allocation of resources and overall commitment of the company is vital for the effective implementation of the SMS on board the vessel.
- Responsibility, authority and lines of reporting of key personnel are clearly defined and documented.
- Crew personnel are able to demonstrate a satisfactory level of awareness of their duties and responsibilities as detailed in the SMS.
- If day-to-day operations of the vessel have been delegated to a management company, evidence of this delegation is available.
- Requisitions for supply of stores, spares and requests for repairs are being followed up by the shore-based management in a timely manner.
- There is evidence of follow up action and monitoring by shore-based management over documented and reported outstanding nonconformities and deficiencies.

ISM ELEMENT 4: DESIGNATED PERSONS

- As the custodian of the SMS, the ISM Code places a special responsibility on the designated person ashore (DPA). The nominated person must hold the relevant qualification and experience and demonstrate the commitment required by the position.
- Identity and contact details of the DPA have been reported to the flag Administration, if required.
- DPA has direct access to the top company management.
- Qualifications, experience and training of the DPA meets the IMO guidance contained in the Annex to MSC-MEPC.7/Circ.6.
- Crew are aware of the identity and contact details of the DPA.
- There is evidence to show that the DPA is engaged in monitoring the safety and pollution prevention aspects of all vessel operations.

ISM ELEMENT 5: MASTER'S RESPONSIBILITY AND AUTHORITY

- Master is aware of where this overriding authority is documented and is able to explain the intent of this provision.
- Master's review of the SMS has been carried out as specified in the SMS and that it is effective.
- Master's standing and night orders are current and in accordance with SMS.
- Master is verifying that crew is observing the procedures and processes specified in the company's SMS.

ISM ELEMENT 6: RESOURCES AND PERSONNEL

- The SMS must ensure that all personnel including the crew are competent, properly qualified, medically fit and given the proper training and familiarization to safely and efficiently perform their assigned responsibilities.
- Crew on board meet or exceed the minimum safe manning criteria established by the flag Administration, and the vessel is appropriately manned in order to maintain safe operations on board under all conditions.
- Officers and ratings hold valid certificates and endorsements as per the International Convention on Standards of Training, Certification and Watchkeeping.

Seafarers (STCW)

- All crew hold valid medical fitness certificates.
- The Master is fully conversant with the company's SMS.
- Safety induction, shipboard familiarization and safety training of crew have been carried out as per the SMS.
- Crew members are able to effectively communicate as a team in the execution of their duties.
- Crew members are able to demonstrate their familiarity with the SMS commensurate to their roles and responsibilities.
- Shipboard officers are familiar with relevant rules and regulations covered by the SMS.
- Company and ship security officers are qualified and hold valid certificates as required by the Administration.

ISM ELEMENT 7: SHIPBOARD OPERATIONS

- Key shipboard operations that can affect safety and pollution prevention must be backed by documented procedures with responsibilities assigned to qualified personnel.
- The SMS contains documented procedures for key shipboard operations.
- Roles and responsibilities have been clearly assigned to qualified personnel who are able to demonstrate their familiarity with assigned tasks.
- Voyage passage planning is carried out from berth to berth.
- Navigational charts and publications for the intended passage are available on board and have been updated to the latest notices to mariners.
- Ship stability and stress calculations for different stages of the voyage are being carried out.
- Bridge and engine room checklists (arrival, departure, testing controls, watchkeeping, etc.) are being followed.
- Permit to work (hot work, entry into enclosed spaces, working aloft, lock out-tag out) procedures are being complied with.
- Suitable personnel protective equipment is being used by the crew.
- Bunker and fuel transfer procedures are complied with.
- Procedures for operations with low sulfur fuel oil are being followed - as applicable.
- The ballast water exchange plan is complied with as per regulations.
- The waste management plan is properly implemented.
- A safe means of embarkation and disembarkation is available.
- An efficient gangway watch is maintained and access to the vessel is controlled.

ISM ELEMENT 8: EMERGENCY PREPAREDNESS

- The company should identify all potential emergency situations that can affect its fleet; develop contingency plans to mitigate adverse impact of emergencies; periodically test the contingency plans to validate their effectiveness; and train and familiarize the crew.

- Emergency contact information for the shore-based emergency response team is updated and kept current.
- All safety equipment is readily available and adequately maintained.
- Fire control plans are up to date and current.
- Means of escape and access are not obstructed.

ISM ELEMENT 9: REPORTS AND ANALYSES OF NONCONFORMITIES, ACCIDENTS AND HAZARDOUS OCCURRENCES

- Accidents, incidents, near misses and nonconformities must be reported and analyzed to determine the root cause. Appropriate timely corrective actions must be taken to prevent recurrence. Data collected is to be used for trending and continuous improvement.
- All accidents, incidents, injuries and near misses are being reported.
- Accidents, incidents, injuries and near misses are being recorded and investigated to determine the root cause.
- Timely corrective and preventive action is being taken and records maintained.
- Reported accidents and incidents are being closed out in a timely manner after verification of effectiveness of action taken.
- Follow-up actions and monitoring by shore-based management of reported cases and actions taken are evident.
- Following a PSC detention, corrective action taken by the ship must not be limited to the PSC deficiencies.
- Action has been taken to identify and resolve other similar deficiencies existing on board.

ISM ELEMENT 10: MAINTENANCE OF THE SHIP AND EQUIPMENT

This element addresses areas in the SMS where the highest percentage of nonconformities and deficiencies are identified. Nearly 30% of all PSC ISM-related deficiencies relate to inadequate maintenance. A vast majority of detainable PSC ISM deficiencies (Code 30) relate to maintenance of ship and equipment.

- Machinery and hull defects including breakdowns have been reported to the company.
- Reported defects are being monitored by the company, and timely corrective action is being implemented to rectify them.
- There is no accumulation of oily water residues in the machinery space bilges or on the tank tops.
- Air pipes, sounding pipes, ventilators and closing appliances are properly maintained and are fully operational.
- Lifeboat/rescue boat lowering winch/davits are being maintained/serviced and are in good operational condition.
- Critical and standby equipment and systems have been identified and routine testing is being carried out.
- A sufficient stock of spares and stores is available on board as required by the SMS.
- Records of maintenance and test activities are available.

ISM ELEMENT 11: DOCUMENTATION

- All documentation relating to the SMS must be controlled and available at all relevant locations to ensure safe and pollution-free operations.
- All class, statutory and other applicable trading certificates relevant to the ship are available.
- The latest revisions of the SMS manuals, procedures and records are readily available at relevant locations.
- The latest editions of publications required by the vessel's flag Administration are available.
- A copy of the company's ISM Document of Compliance with the latest endorsement is available.
- Deck, engine, GMDSS and other applicable official log books are maintained and up to date.
- The correct format of the Oil Record Book is in use on board and kept up to date.
- Latest issue of the Continuous Synopsis Record (CSR) including old revisions of CSR are maintained on board.

- Shore-based management is monitoring and providing the necessary support in implementation of corrective actions.
- The company has developed and implemented a procedure for risk assessments.
- Periodic verification has been performed to confirm that individuals undertaking delegated ISM-related tasks are acting in conformity with the company's responsibilities under the Code.
- Appropriate safeguards have been established against all identified risks to the ship, personnel and the environment.
- Management reviews to verify the effectiveness of the SMS are being carried out and records are available.

INTERNATIONAL SHIP AND PORT FACILITY SECURITY (ISPS) CODE

- PSC detentions resulting from ISPS-related deficiencies are on the rise. To prevent these, vessels must implement the security measures as per the approved ship security plan. Access to the ship must be controlled through an efficient system of gangway watchmen, visitor identification and checking of personal belongings.
- There is an approved Ship Security Plan (SSP) on board, and all security measures are implemented for the applicable security level.
- Master, Ship Security Officer (SSO) and crew members are aware of all levels of ship security and applicable procedures at each level.
- SSO and other personnel with security duties are trained and certified in accordance with STCW requirements.
- Master and SSO are aware of their responsibility of periodically reviewing security measures and recommending changes to the SSP as appropriate.
- Access to ship is controlled and crew members on watch are familiar with the access control measures at each security level. This includes control measures applied at ladders, gangways, ramps, doors, side scuttles, windows, ports, cranes, hoisting gears, etc. as applicable.

Following records of security activities are maintained on board:

- Training, drills and exercises.
- Security threats and security incident reports.
- Changes in security level.
- Communications relating to the direct security of the ship such as specific threat to the ships or to port facilities the ship is, or so has been.
- Declaration of Security (DOS) for last 10 port calls.
- Internal audit report(s).
- Periodic reviews of Ship Security Assessment and Ship Security Plan.
- Maintenance, calibration and testing of security equipment identified in the SSP.

ILO MARITIME LABOUR CONVENTION (MLC, 2006)

MINIMUM AGE

- All seafarers onboard are at least 16 years of age or as required by flag state.
- Seafarer under the age of 18 is not working at night (except under an approved training program).
- Seafarer under the age of 18 is not carrying out tasks that are likely to jeopardize their safety or health.

MEDICAL CERTIFICATION

- Seafarers are not allowed to work if they are not medically fit.
- Seafarers have been issued a medical examination certificate by a qualified medical practitioner in accordance with the national law.

QUALIFICATIONS OF SEAFARERS

- Seafarers are trained or certified in accordance with the STCW convention, and minimum requirements of the Safe Manning Document (SMD) are met.
- All seafarers have completed training for personal safety onboard ship.
- Seafarers' employment agreements.
- Copy of seafarer employment agreement (SEA) and collective bargaining agreement (CBA) as applicable are available on board.
- Each SEA is signed by the seafarer and the ship owner or an authorized representative of the shipowner.
- All SEA address requirements of the Standard A 2.1 and are consistent with applicable national standard(s).
- SEA is written in the English language and does not contain any clause that violates seafarers' rights.

USE OF ANY LICENSED OR CERTIFIED OR REGULATED PRIVATE RECRUITMENT AND PLACEMENT SERVICE

- Documentary evidence indicates that private recruitment and placement service(s) employing seafarers on behalf of the shipowner is (are) operated in accordance with the convention.
- Private recruitment and placement services are licensed or certified or regulated in accordance with the convention.
- Seafarers are not charged for recruitment and placement services.

HOURS OF WORK OR REST

- Work schedule at sea and in port conforms to the requirements of the convention.
- Work schedule is written in English language and working language of the ship and posted in relevant locations.
- Records of hours of work or rest are maintained in a format specified/accepted by the flag state.

ACCOMMODATION AND ONBOARD RECREATIONAL FACILITIES

- Documentary evidence confirming that accommodation is built to the applicable national standard(s).
- Heating, lighting, ventilation systems, and other fittings and fixtures are in good working condition.
- Separate sleeping rooms and sanitary facilities are provided to men and women seafarers.
- Sanitary facilities are adequate for number of personnel onboard and functional.
- Hospital is maintained in accordance with the national requirements and used only for taking care of sick seafarers.
- Laundry facilities are adequate and functioning correctly.
- Noise and vibration including other ambient factors are controlled and within limits as specified under national requirements.
- Periodic Inspection records of the accommodation, including mess rooms and recreational facilities are available.

FOOD AND CATERING

- Food and drinking water of adequate quantity, nutrition and quality are provided.
- Seafarers are not charged for food and drinking water.
- Ship's cook is at least 18 years of age and trained and qualified for the position.
- Periodic inspection records of food, drinking water, food preparation, storage and handling areas are available.
- Catering facilities are hygienic and fit for the purpose.

HEALTH AND SAFETY AND ACCIDENT PREVENTION

- Health and Safety Policy is available and understood by all seafarers.
- Programs for prevention of occupational accidents, injuries, and diseases are implemented.
- Safety committees are established and actively engaged in safety activities.

ON BOARD MEDICAL CARE

- Seafarers are provided appropriate health protection and medical care, including dental care on board the ship at no cost.
- Personnel with appropriate STCW qualification are on board to provide medical care or first aid (where medical doctors are not required to be carried on board).
- Medical chest, medical supplies and equipment meets national requirements.
- International Medical Guide for Ships and medical report forms are maintained on board.

ON-BOARD COMPLAINT PROCEDURES

- Seafarers are provided with a copy of on-board complaint procedure in the working language of the ship.
- Seafarers are familiar with the on-board complaint procedure, including prohibition on victimization for filing a complaint.
- Seafarers understand that they have a right to file a complaint directly with the ship's Master or external authorities.
- A complaint log, including disposition of each complaint, is maintained on board.

PAYMENT OF WAGES

- Seafarers are paid regularly in accordance with SEA (including CBA if any), at least monthly.
- Monthly wage slips are provided to each seafarer, and no unauthorized deductions are made.
- Charges for remittances and allotments, including exchange rates, are in accordance with national requirements.

FINANCIAL SECURITY FOR REPATRIATION

- Evidence of financial security confirms that financial security for repatriation is available onboard and includes an attestation from the financial security provider that the financial security meets the requirements of Stand A2.5.2.
- Financial security documents include name of the ship, port of registry, call sign, IMO number



FINANCIAL SECURITY RELATING TO SHIOWNERS' LIABILITY

- Evidence of financial security confirming that financial security for repatriation is available onboard and includes an attestation from the financial security provider that the financial security meets the requirements of Standard A 4.2.1.
- Financial security documents include name of the ship, port of registry, call sign, IMO number, name and address of the provider or providers of the financial security, contact details of the persons or entity responsible for handling seafarers' requests for relief, name of the shipowners, and period of validity of the financial security.
- A copy of the Financial Security is posted in a conspicuous place on board where it is available to the seafarers. Where more than one financial security provider provides cover, the document provided by each provider are carried on board.

RESOURCES

IF YOUR SHIP IS DETAINED

Owners and representatives are to notify ABS when a vessel is being detained by a Port State Authority or flag Administration

WESTERN HEMISPHERE

Houston, TX USA

P 1-281-877-6000, 6021 or 6027

WHSurveyMarine@eagle.org

WHSurveyOffshore@eagle.org

EASTERN HEMISPHERE

Shanghai, China

P 86-21-2327-0888

EHsurveydept@eagle.org