



WASHINGTON STATE  
**Department of Ecology**  
 Spill Prevention, Preparedness and Response Program  
 Prevention Section  
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## Fishing Vessel Inspection Checklist

<b>Name of Vessel:</b>	<b>Location:</b>	<b>Documents reviewed:</b> <input type="checkbox"/> Ship particulars <input type="checkbox"/> Certificate of Documentation <input type="checkbox"/> Certificate of Compliance <input type="checkbox"/> Oil logbook <input type="checkbox"/> Garbage logbook
<b>Date Boarded:</b>	<b>OWS output:</b> <b>Incinerator rating:</b>	
<b>Inspected by:</b>	<b>Attended by:</b>	

No.	Accepted Industry Standard	Y/N/E NA	Comments
I 12.1	Safe access/good lighting per 29 CFR 1915.74.		
I 12.2 I 10.2	Fire plan with vessel arrangement and location of firefighting equipment. (posted near access point when in port)		
I 1	<b>Navigational Watch Composition</b>		
I 1.1 I 1.2	<1,600 GT - Officer and lookout >1,600 GT - Officer, lookout, helmsman (If fully integrated bridge, helmsman not required)		
II 5	<b>English Proficiency</b>		
5.1	All officers and watchkeeping crew sufficiently proficient in English.		
I 2	<b>Navigational Watch Procedures</b>		
I 2.1	Written procedures or standing orders for safe operations and for restricted visibility.		
I 2.2	Daily log book entries (or records) for position and weather. Record of gyro/mag courses every 6 hrs.		
I 3	<b>Navigational Readiness</b>		
I 3.1– I 3.4	Voyage plan with latest corrections, review of navigational aids, weather and currents, traffic, and VTS - procedures and communications.		
I 3.5	Tests/inspections of navigational equipment, communications, bridge control and alarm systems no more than 12 hours prior to operating in state waters.		

No.	Accepted Industry Standard	Y/N/E NA	Comments
I 3.6	Gyro and mag compass and master gyro and repeaters compared with errors posted or recorded for watchstanders.		
I 3.7	Loss of propulsion/ steering/ electrical power procedures reviewed prior to getting underway.		
I 4	<b>Ground Tackle Readiness</b>		
I 4.1 I 4.2	Owners and/or Operators require vessel anchors to be operational and ready to drop at all times. A crewmember is available to drop anchor immediately.		
I 5	<b>Anchor Watch</b>		
5.1	Owner and/or operator requires a properly trained crewmember to be standing watch and monitoring nearby traffic, communications, position, and ground tackle while anchored in state waters.		
I 6	<b>Security Rounds</b>		
I 6.1 I 6.2 I 6.6	Every 6 hours when underway or anchored; daily when moored. Primary purpose to detect fire, flood or other emergency conditions. (Vessels in lay-up do not need daily rounds if adequate fire/flood monitoring onboard and working.)		
I 6.4 I 6.5	Master designates spaces to be visited in security rounds, including steering gear when underway.		
I 9	<b>Stability Information</b>		
I 9.1	Stability info developed by qualified individual and includes load constraints and operating restrictions.		
I 9.2	Format understood by master and includes samples of various loading conditions.		
III 4.1	Procedures exist for technical approval of all structural modifications and repairs.		
II 1	<b>Work Hours and Fatigue</b>		
II 1.1	10 hrs off per day, 6 of which are consecutive for deck and engineering watchstanders.		
II 1.2	System to document off watch periods for fatigue prevention.		

No.	Accepted Industry Standard	Y/N/E NA	Comments
II 2	<b>Alcohol and Drug Policy</b>		
II 2.1	Policies prohibiting the use of alcohol and drugs include documented compliance with federal regulations for testing programs, training, and Employee Assistance Programs.		
II 3	<b>Orientation Training</b>		
II 3.1 II 3.2	Conducted and recorded per 46 CFR 28.265 and 270(a), and MARPOL Annex I and V for crew without previous training on specific vessel.		
II 3.3	Position specific training for navigation, propulsion, steering, and electrical power		
I 11.4	All crew assigned to emergency duties trained in operation of all emergency equipment.		
II 4	<b>Drills and Instructions</b>		Monthly per 46 CFR 28.265 and 270(a)
II 4.1	Drill and instruction program complies with 46 CFR 28.265 and 270(a) (Fire, Abandon ship, MOB, Security, etc)		
II 4.2	Semi-annual oil spill / emergency towing drills.		
I 10	<b>Written Emergency Procedures</b>		
I 10.1	Procedures include crew responsibilities for firefighting, flood, abandon ship, man overboard, and heavy weather.		
I 10.3	Procedures for responding to oil spills, loss of propulsion/steering/electrical power, and emergency towing.		
I 11	<b>Emergency Equipment</b>		
I 11.1	Damage control kit/locker for minor flooding with plugs and patches.		
I 11.2	2 fireman outfits/SCBA and 2 spare cylinders.		
I 11.3	Emergency lighting in ER and passageways.		

No.	Accepted Industry Standard	Y/N/E NA	Comments
<b>III 3</b>	<b>Management Practices - Planned Maintenance (PM) and Inspections</b>		
III 3.1	Management System: Annual inspections by third party or operator representative.		
III 3.2	PM includes schedule for periodic tests or inspections of all vessel systems. (propulsion, steering, electrical, dewatering and firefighting)		
<b>III 4</b>	<b>Structural and Fire Safety</b>		
III 4.2	Watertight and fire boundaries consistent with standards for hull/deck/bulkhead penetrated.		
<b>I 8</b>	<b>Engineering Readiness</b>		Completed no more than 12 hrs. prior to operating in WA waters
I 8.2	Machinery tests/inspections logged.		
I 8.1	Propulsion – fuel oil, lube oil, cooling water, and main engine start systems tested.		
I 8.1	Steering system tested as described in 33 CFR 164.25.		
I 8.1	Electrical – standby and emergency generator. Auto switch/batteries tested.		
I 8.4	Fuel and oil tank levels determined and recorded.		
I 8.3	Loss of propulsion/steering/electrical procedures reviewed prior to operating in state waters.		
<b>I 7</b>	<b>Engineering Watch Practices</b>		Licensed or properly trained engineer
I 7.1	Engineer on watch or immediately available when in state waters.		
I 7.2	Major equipment conditions such as temperature/pressures logged at least every 6 hours.		
<b>III 2</b>	<b>Pollution Prevention</b>		
III 2.1	Vessels equipped with spill containment and clean up equipment to respond to a one-half barrel on deck spill. The equipment is adequate for preventing the spill from entering the water.		
III 2.2	Vessel master requires that the oil record book and garbage logs be maintained in accordance with MARPOL.		