



## CIC on Safety of Navigation (SOLAS CH.V)

|                       |  |                  |  |
|-----------------------|--|------------------|--|
| Inspection Authority: |  |                  |  |
| Ship Name:            |  | IMO Number:      |  |
| Date of Inspection    |  | Inspection Port: |  |

| No.   | Item  | Yes                      | No                       | N/A                      |
|-------|---|--------------------------|--------------------------|--------------------------|
| Q.1*  | Is ship's navigation equipment in accordance with its applicable safety certificate (SEC, PSSC, CSSC)?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Q.2*  | Does the ECDIS have the appropriate up-to-date electronic charts for the intended voyage and is there a suitable back-up arrangement? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Q.3   | Is there evidence that all watchkeeping officers comply with STCW requirements for ECDIS?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Q.4*  | Can watchkeeping officers demonstrate familiarization with ECDIS?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Q.5*  | Can ship's VDR/SVDR record data fully?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Q.6*  | Is second and/or third stage remote audible alarm of BNWAS recognized?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Q.7   | Is the ship's Automatic Identification System transmitting correct particulars?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Q.8   | Does the passage plan cover the whole voyage?   | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Q.9*  | Does all crew know and respect the official working language as established and recorded in the ship's logbook?                       | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Q.10* | Is the crew familiar with the procedure of emergency operation of steering gear?  | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Q.11* | Are the exhibition of navigation/signal lights in accordance with the requirements of COLREG72?                                       | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Q.12  | Is the ship detained as a result of this CIC?   | <input type="checkbox"/> | <input type="checkbox"/> |                          |

Notes: If "No" is selected, for questions marked with an "\*" PSCO should use his/her professional judgement regarding the seriousness of the deficiency as to whether the ship may be considered for detention. The detail of any deficiencies including serious deficiencies, if any, should be appropriately entered on the PSC Report Form B. Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.

Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.