

**Enclosure (1)**

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| <b><i>OPERATIONAL ADMINISTRATION (Afloat)</i></b> |   |
|---|---|
| References:                                       | (a) Coast Guard Navigation Standards, COMDTINST M3530.2 (series)<br>(b) Cutter Training and Qualification Manual, COMDTINST M3502.G<br>(c) Cutter Organization Manual, COMDTINST M5400.16<br>(d) USCG Regulations, COMDTINST M5000.3B |

| <b><i>Operations Afloat</i></b> |   | <b><i>Yes</i></b> | <b><i>No</i></b> | <b><i>N/A</i></b> |
|---------------------------------|---|-------------------|------------------|-------------------|
| <b>A.</b>                       | <b>Watch Quarter and Station Bill (WQSB)</b>  |                   |                  |                   |
|                                 | 1. Are the required minimum bills listed below reflected on the cutter's WQSB? <i>Reference (c)</i><br><br>a. Anti-Sneak/Swimmer Attack<br>b. Cold Weather (if applicable)<br>c. Heavy Weather<br>d. Helicopter Operations<br>e. Rescue and Assistance<br>f. Special Sea/Mooring/Anchoring<br>g. Towing<br>h. Law Enforcement<br>i. Abandon Ship<br>j. Aircraft Ditch & Rescue<br>k. Man Overboard<br>l. Scuttle Ship<br>m. Jettison<br>n. Steering Casualty<br>o. Machinery Space Fire |                   |                  |                   |
|                                 | 2. Is the WQSB up-to-date, posted, and accessible to the crew? <i>Reference (c)</i>   |                   |                  |                   |
| <b>B.</b>                       | <b>SORM/COM</b>   |                   |                  |                   |
|                                 | Does the cutter's organization manual contain the following required bills? <i>References (a) and (c)</i><br><br>1. Anti-Sneak/Swimmer Attack<br>2. Cold Weather (if applicable)<br>3. Heavy Weather<br>4. Helicopter Operations (if required in AOR)<br>5. Rescue and Assistance<br>6. Special Sea/Mooring/Anchoring<br>7. Towing<br>8. Law Enforcement<br>9. Cutter Boat Operations<br>10. Abandon Ship<br>11. Man Overboard<br>12. Scuttle Ship                                      |                   |                  |                   |

| <b>Operations Afloat</b>                |   | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|---|---|------------|-----------|------------|
|   | 13. Jettison<br>14. General Quarters/Emergency<br>15. Steering Casualty<br>16. Security Watch<br>17. Civil Disaster<br>18. Pollution Response<br>19. Replenishment at Sea (if required in AOR)<br>20. On-Scene Commanders & Search (if required in AOR)<br>21. Toxic Gas (may be included in fire bill) |            |           |            |
| <b>C. Navigational Standards</b>        |   |            |           |            |
|   | 1. Are navigation standards published and available on the bridge? <i>Reference (a)</i>   |            |           |            |
|   | 2. Do cutter's navigation standards define/require the following? <i>Reference (a)</i>  |            |           |            |
|   | a. Navigational draft.  |            |           |            |
|   | b. Shoal water and method to identify shoal water on charts.  |            |           |            |
|   | c. Command definition of restricted and open waters in relation to their distance from shoal water.   |            |           |            |
|   | d. Fix intervals for each navigational zone.  |            |           |            |
|   | e. Standard helm commands.  |            |           |            |
|   | f. Standard engine order commands.  |            |           |            |
|   | g. Standard line handling commands.   |            |           |            |
|   | h. Standard navigation plotting symbols.  |            |           |            |
|   | i. Policy on when navigation detail will be set.  |            |           |            |
|   | j. Specific charts that comprise the "Ready Chart List".  |            |           |            |
|   | k. Specific guidance concerning the navigation of the cutter's small boat while operating independently of the cutter (if applicable).  |            |           |            |
|   | l. Navigation team requirements for each navigational zone. Including provisions for navigating with electronic navigation systems and/or paper charts.   |            |           |            |
| <b>D. Logs and Records</b>              |   |            |           |            |
|   | 1. Checklists for getting underway and entering port/approaching restricted waters. <i>Reference (a)</i>  |            |           |            |
|   | 2. Standard Bearing Book maintained and retained onboard for a period of 3 years from last date on entry. <i>Reference (a)</i>  |            |           |            |
|   | 3. Deck logs (erasures are strictly forbidden). <i>Reference (a)</i>  |            |           |            |
| <b>E. Charts (paper and electronic)</b> |   |            |           |            |
|   | If cutter is using electronic charts, ensure charts have been updated within the last 45 days by one of the authorized ways listed in <i>reference (a)</i> .  |            |           |            |

| <i>Operations Afloat</i> |  | <i>Yes</i> | <i>No</i> | <i>N/A</i> |
|--------------------------|--|------------|-----------|------------|
| <b>F.</b>                | <b>Commanding Officer's Standing and Night Orders</b>  |            |           |            |
|                          | 1. Is CO's night orders book properly maintained?  |            |           |            |
|                          | 2. Does the CO's night orders book contain a copy of the standing orders? <i>Reference (d)</i>                         |            |           |            |
|                          | 3. Are the Standing Orders signed by the present CO?   |            |           |            |
| <b>G.</b>                | <b>Emergency Action Plan (EAP)</b>   |            |           |            |
|                          | Does the cutter have a current EAP that designates the responsibility of personnel by functional title or billet name? |            |           |            |
| Notes:                   |  |            |           |            |

## ***TRAINING ADMINISTRATION***

|             |  |
|-------------|--|
| References: | (a) Cutter Training and Qualification Manual, COMDTINST M3502.4G<br>(b) Cutter Organization Manual COMDTINST M5400.16<br>(c) Special and Emergency Operations and Procedures Training Manual<br>LANTAREAINST M3502 (series)<br>(d) Mandatory use of the Training Management Tool COMDTINST 5270.2<br>(e) Cutter Navigation Standard and Procedures COMDTINST M3530.2 (SERIES)<br>(f) Training and Education Manual, COMDTINST M1500.10B<br>(g) USCG Regulations, COMDTINST M5000.3B<br>(h) NAVEDTRA (DCPQS) 43119 (series)<br>(i) Cutter Swimmer Program, COMDTINST 16134.2B<br>(j) Boat Crew Seamanship Manual, COMDTINST M16114.5C<br>(k) Ordnance Manual, COMDTINST M8000.2C<br>(l) Coast Guard Small Arms Manual, COMDTINST M83710.11<br>(m) Maritime Law Enforcement Manual, COMDTINST M16247.1D<br>(n) BO/BTM PQS BOOK, COMDTINST 16247.3B |
|-------------|--|

| <b><i>Section I: GENERAL TRAINING ADMINISTRATION</i></b> |   | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|--|---|------------|-----------|------------|
| <b>A.</b>  | <b>Training Certification Documentation</b>   |            |           |            |
|  | 1. Has a Training Officer/Petty Officer been designated in writing? (must be E6 or above) <i>Reference (b)</i>  |            |           |            |
|  | 2. Are members of PQS oral examination boards identified in writing or in unit training instruction, consisting of minimums identified in <i>reference (a)</i> ?  |            |           |            |
|  | 3. Is Unit Planning Board designated for establishing training policy and priorities, etc. (for units with personnel allowance > 10, typically consists of XO, TO, ESO, and Dept Heads)? <i>Reference (f)</i>   |            |           |            |
|  | 4. Does Unit Training Instruction identify: <i>Reference (a)</i><br><i>Page 2-1</i><br>a. Training Board membership by name or position<br>b. OBTT membership by name (cutters)<br>c. A list of PQS qualifiers by subject matter and name or position<br>d. TMT data entry, supervision and approval responsibilities (must be designated in writing)<br>e. Internal routing for exercise evaluation sheets, department/divisional training records, and PQS/JQR qualification records. |            |           |            |

| <b>Section I: GENERAL TRAINING ADMINISTRATION</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|---|--|------------|-----------|------------|
|   | 5. All training requirements approved at district level or above are being tracked in TMT for all assigned Regular and Reserve members, with exception of formal schools?<br><i>References (a) and (d)</i>                                 |            |           |            |
|   | 6. Are underway drills and Ops captured in AOPS?<br><i>Reference (d)</i>   |            |           |            |
| <b>B.</b>   | <b>Formal School Training</b>  |            |           |            |
|   | 1. Have all formal school training requirements been met or are Short term Resident Training Requirements on file for non-filled schools as required by Table 3-19 (CPB-87)<br><i>Reference (b)</i>  |            |           |            |
|   | 2. Does the Training Officer/Petty Officer maintain a comprehensive record of formal school completion for all unit personnel – noting which schools are necessary for members designated billet? (DA, TMT, other)<br><i>Reference (b)</i> |            |           |            |
| <b>C.</b>   | <b>Training Team Visits</b>  |            |           |            |
|   | 1. Have the following training team visits occurred IAW LANTAREA SOP. (Teams applicable to unit)   |            |           |            |
|   | a. SEOPS (12-18 months for CPB, WLR/IC and WLB)  |            |           |            |
|   | b. Law Enforcement (CPB annually)  |            |           |            |
|   | c. Buoy Deck   |            |           |            |
|   | d. Fisheries   |            |           |            |
| Notes:  |  |            |           |            |

| <b>Section II: TRAINING ADMINISTRATION FOR CUTTERS</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|--|--|------------|-----------|------------|
| <b>A.</b>  | <b>Special and Emergency Operations and Procedures (SEOPS) Training Program</b>  |            |           |            |
|  | 1. Are the following materials onboard and readily accessible to all personnel? <i>Reference (c)</i><br>a. SEOPS Learning Reference Guide (1:4 Guide to student ratio)<br>b. SEOPS Training Manual   |            |           |            |
|  | 2. Have personnel authorized to sign off SEOPS PQS been designated in writing? <i>Reference (c)</i>  |            |           |            |
|  | 3. Does Training Officer track members SEOPS completion requirements and status? <i>Reference (c)</i>  |            |           |            |
|  | 4. Are SEOPS completion task sheets filed in Training Records? <i>Reference (c)</i>  |            |           |            |
|  | 5. Has every crew member been assigned a watch station for each evolution identified on the WQSB? <i>Reference (b)</i>   |            |           |            |
|  | 6. Have personnel authorized to sign off DCPQS been designated in writing? <i>References (b) and (c)</i>   |            |           |            |
|  | 7. Has at least one person been designated in writing for the following onboard training teams? <i>Reference (c)</i><br>a. Damage Control Training Team (DCTT)<br>b. Engineering Casualty Control Training Team (ECCTT)<br>c. Navigation and Seamanship Training Team (NSTT)   |            |           |            |
|  | 8. Have members that reported to a SEOPS unit with prior Navy Damage Control PQS completed additional SEOPS requirements: <i>References (b) and (c)</i><br>a. Abandon Ship Equipment and Procedures<br>b. Towing<br>c. Man Overboard Equipment and Procedures<br>d. Shipboard Communication<br>e. Team Coordination Training   |            |           |            |
| <b>B.</b>  | <b>Navy DCPQS Program</b>  |            |           |            |
|  | 1. Have the members assigned to the following watch stations been qualified under the Navy DC PQS program requirements? <i>References (a) and (h)</i><br>a. On Scene Leader (Section 313)<br>b. Repair Party Electrician (Section 319)<br>c. Investigator (Section 312)<br>d. Repair Party / Locker Leader (if applicable) (Section 318)<br>e. DCTT Member (Section 320) |            |           |            |

| <b>Section II: TRAINING ADMINISTRATION FOR CUTTERS</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|--|--|------------|-----------|------------|
|  | 2. Are DCTT members qualified in the station(s) they are evaluating? <i>References (a) and (h)</i>   |            |           |            |
| <b>C.</b>  | <b>USCG PQS Program</b>  |            |           |            |
|  | 1. Have at least 2 rescue swimmers completed rescue swimmer PQS? <i>Reference (i)</i>  |            |           |            |
|  | 2. Have appropriate JQR's been developed and placed on file? <i>Reference (a)</i><br>a. Helmsman/Lookout<br>b. Anchor Watch<br>c. Inport OOD<br>d. Engineer Officer of the Watch<br>e. Quartermaster of the Watch<br>f. Crewman of the Watch (if applicable) |            |           |            |
|  | 3. Have Bridge Navigation Team qualifications been completed per NAVEDTRA PQS? <i>Reference (d)</i>  |            |           |            |
| <b>D.</b>  | <b>Shipboard Training Program</b>  |            |           |            |
|  | 1. Does the unit maintain a list of required drills and documentation of last completion date (can be maintained in TMT)? This includes all drills listed in <i>reference (a)</i> for cutter class.  |            |           |            |
|  | 2. Has the cutter retained copies of the drill sheets for training completed in the past 2 years? <i>Reference (b)</i>   |            |           |            |
| Notes:   |  |            |           |            |



|  |  |             |            |                        |           |
|--|--|-------------|------------|------------------------|-----------|
| <b>E.</b>  | <b>Training Management Tool (TMT) or Training Record Maintenance</b> |             |            |                        |           |
| <b>CREW MEMBER'S NAME:</b>   |  |             |            |                        |           |
| <b><i>NOTE:</i></b> All requirements to maintain local paper-based training records are lifted for training captured in TMT. Reference (d) |  | <b>Yes</b>  |            |                        | <b>No</b> |
|  |  | <b>AOPS</b> | <b>TMT</b> | <b>Training Folder</b> |           |
| <b>Inside Cover:</b>   |  |             |            |                        |           |
| Completed Indoctrination Sheets  |  |             |            |                        |           |
| <b>Section 1:</b>  |  |             |            |                        |           |
| 1. Are copies of PQS/JQR Qualifications and/or re-certifications letters documented? Reference (d)   |  |             | *          |                        |           |
| a. Boarding Officer / BTM certification documented or letter on file? Reference (m)  |  |             | *          |                        |           |
| b. Are L/E Physical Fitness Standards (BO/BTM PQS task 1-01) documented? Reference (n)   |  |             | *          |                        |           |
| c. OC Qualification Letter on file?  |  |             |            |                        |           |
| d. JPC Administrator Letter (HL)?  |  |             |            |                        |           |
| e. Do qualified Boarding Officers have Law Enforcement Ashore Authorization?   |  |             |            |                        |           |
| f. Are Boat Crew Physical Fitness Standards documented in TMT? Reference (k)   |  |             | *          |                        |           |
| g. Coxswain certification documented or letter on file? Reference (a)  |  |             | *          |                        |           |
| h. Boat Crewman certification documented or letter on file?  |  |             | *          |                        |           |
| i. OOD certification documented or letter on file? Reference (a)   |  |             | *          |                        |           |
| 2. Is Small Arms qualification scored captured in TMT? (Task) or 3029's on file?   |  |             | *          |                        |           |

|   |      |     |                 |    |     |
|---|------|-----|-----------------|----|-----|
| 3. Weapon PQS Documented?   |      |     |                 |    |     |
| 4. Is BO/BTM re-certification task 1-02, Weapons Quals documented?  |      | *   |                 |    |     |
|   | Yes  |     |                 | No | N/A |
|   | AOPS | TMT | Training Folder |    |     |
| 5. Have members previously qualified on Navy DC PQS received a letter of qualification signed by the certifying official, and has it been placed in the members training record? <i>Reference (a)</i> |      |     | *               |    |     |
| <b>Section 2:</b>   |      |     |                 |    |     |
| 1. Formal school / Course Completions documented or on file?  |      | *   |                 |    |     |
| 2. Correspondence Course completion letters on file?  |      |     |                 |    |     |
| 3. DWONR/NAVRUL results documented or on file?  |      |     |                 |    |     |
| <b>Section 3:</b>   |      |     |                 |    |     |
| 1. Copies of Performance Based Qualification Sheets on file?  |      |     | *               |    |     |
| 2. Correspondence related to advancement or promotion on file?  |      |     | *               |    |     |
| 3. Documentation of completed SEOPS on file?  |      |     |                 |    |     |
| 4. BO/BTM PQS completion documented or on file? <i>Reference (n)</i>  |      | *   | *               |    |     |
| 5. Are the following BO/BTM re-certifications captured within the past 6 months?<br>a. Use of Force<br>b. Judgmental Pistol Course<br>c. Practical Pistol Course.<br><i>References (n) and (m)</i>    |      | *   |                 |    |     |
| 6. Boat Crew Examination Board (BCEB) results?  |      |     |                 |    |     |
| 7. Record of U/W drills & Ops?  | *    |     |                 |    |     |
| 8. AOPS/TMT report reflecting completion of most recent recurrent training signed by CO.  |      |     |                 |    |     |

| <b>Section 4:</b>  |             |            |                        |           |            |
|--|-------------|------------|------------------------|-----------|------------|
| 1. Provide TMT report or paper-based record documenting general military training conducted IAW <i>reference (a)</i> . |             | *          |                        |           |            |
|  | <b>Yes</b>  |            |                        | <b>No</b> | <b>N/A</b> |
|  | <b>AOPS</b> | <b>TMT</b> | <b>Training Folder</b> |           |            |
| 2. Departmental/Divisional Training (non-PQS related items)  |             |            |                        |           |            |
| 3. Professional Development Programs (L/E, OOD training, etc)  |             |            |                        |           |            |
| 4. Is TCT training documented (biennial requirement)?  |             | *          |                        |           |            |
| <b>Section 5:</b> Miscellaneous training records and information.  |             |            |                        |           |            |
| <b>Note:</b> There are no required documents for this section; it is at the discretion of the command.                 |             |            |                        |           |            |

| <b>MISCELLANEOUS DOCUMENTATION</b>  |   |   |   |  |  |
|---|---|---|---|--|--|
| 1. Are member's boat crew re-certifications captured in AOPS? <i>Reference (d)</i>  | * |   |   |  |  |
| 2. Have boat crew members that will be using the AN/PVS-14 as a lookout/crewman or helmsman/coxswain completed Sections 301 and 302 of PQS, COMDTINST 1543.3D. <i>Reference: G-OCS msg 271812Z JUL 05</i> |   |   |   |  |  |
| 3. Are member's competencies captured in TMT?   |   | * |   |  |  |
| 4. Is PEPiRB training documented?   |   |   |   |  |  |
| 5. Is EEBD training complete and documented? <i>Reference: ALCOAST 321/05.</i>  |   | * |   |  |  |
| 6. Is Personal Gas Detector training complete and documented? <i>Reference G-WK msg 021411Z FEB 05.</i>   |   |   | * |  |  |
| Notes:  |   |   |   |  |  |

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| <b><i>RESCUE AND SURVIVAL</i></b> |  |
|-----------------------------------|--|
| References:                       | (a) Rescue and Survival Systems Manual COMDTINST M10470.10E<br>(b) Cutter Training and Qualification Manual COMDTINST M3502.4H<br>(c) Cutter Surface Swimmer Program, COMDTINST 16134.2B<br>(d) Boat Crew Seamanship Manual, COMDTINST M16114.5B<br>(e) Cutter Organization Manual, COMDTINST M5400.16 |
|                                   | Interim changes pertaining to the Rescue and Survival program can be found @ <a href="http://cgweb.comdt.uscg.mil/G-RCB/RSS.htm">http://cgweb.comdt.uscg.mil/G-RCB/RSS.htm</a>   |

| <b><i>Cutter R&amp;S Program</i></b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|--------------------------------------|--|------------|-----------|------------|
| <b>A.</b>                            | <b>Administration</b>  |            |           |            |
|                                      | 1. Is there a Rescue and Survival Petty Officer designated in writing by the command? (required to be a Petty Officer)               |            |           |            |
|                                      | 2. AF Form 538 used to document all issues of personal clothing and equipment issued?  |            |           |            |
|                                      | 3. Cutter swimmer AND tender complete training IAW reference (c).  |            |           |            |
| <b>B.</b>                            | <b>Basic Stokes Litter</b>   |            |           |            |
|                                      | 1. Litter stainless steel or titanium alloy?   |            |           |            |
|                                      | 2. Proper patient restraint straps (gray, black, blue, red, green).  |            |           |            |
|                                      | 3. Black restraint strap with flotation pads.  |            |           |            |
|                                      | 4. Flotation, mesh, and ballast installed properly.  |            |           |            |
|                                      | 5. Acceptance, quarterly and post use inspections documented MP Card 2-3.  |            |           |            |
|                                      | 6. Manila lines have snap hooks. Length of tending line shall be long enough to be safely tended from the vessel's main deck.        |            |           |            |
| <b>C.</b>                            | <b>Ring Buoy</b>   |            |           |            |
|                                      | 1. Floating electric marker light MP Card 2-7.   |            |           |            |
|                                      | 2. Separate maintenance log for each marker light.   |            |           |            |
|                                      | 3. Serial number and in-service date recorded.   |            |           |            |
|                                      | 4. Date of inspection stenciled on light (1/2" black lettering).   |            |           |            |
|                                      | 5. Acceptance and semi-annual inspections documented MP Card 2-6.  |            |           |            |
| <b>D.</b>                            | <b>Rescue Line Throw Bag</b>   |            |           |            |
|                                      | 1. Line bag is constructed of an international orange nylon cloth or mesh.   |            |           |            |
|                                      | 2. Nylon line stowed in the bag 3/8-inch double braid constructed with multi-filament polypropylene core and is 70 to 100 feet long. |            |           |            |

| <b>Cutter R&amp;S Program</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|-------------------------------|--|------------|-----------|------------|
|                               | 3. Nylon line is brightly colored for high visibility and flotation.   |            |           |            |
|                               | 4. Nylon line loop end, with attached snap hook is stowed in the top opening of line bag.  |            |           |            |
| <b>E.</b>                     | <b>Survival/Immersion Suits</b>  |            |           |            |
|                               | 1. Ocean Commander one-piece international orange.   |            |           |            |
|                               | 2. Whistle, PML, Firefly 2 strobe light.   |            |           |            |
|                               | 3. Gumby suit one-piece international orange.  |            |           |            |
|                               | 4. Separate maintenance log for each suit, MP Card 3-5.  |            |           |            |
| <b>F.</b>                     | <b>Standard Navy PFD with Collar</b>   |            |           |            |
|                               | 1. Standard Navy PFD with Collar Type I, international orange. Replacement Stearns Model 1600 Type I   |            |           |            |
|                               | 2. Whistle, PML, Firefly 2 strobe light.   |            |           |            |
|                               | 3. Separate maintenance log for each vest, MP Card 4-1, 4-2.   |            |           |            |
| <b>G.</b>                     | <b>Coast Guard-approved Type III PFD</b>   |            |           |            |
|                               | 1. Whistle, PML, Firefly 2 strobe light.   |            |           |            |
|                               | 2. Separate maintenance log for each vest, MP Card 4-1.  |            |           |            |
|                               | <b>Note:</b> For units that have adopted the inflatable PFD in place of the standard Type III ref ALCOAST 525/02 (Automatic Inflatable PFD) to verify unit is conducting proper PMS. |            |           |            |
| <b>H.</b>                     | <b>Boat Crew Survival Vest</b>   |            |           |            |
|                               | 1. Vest has unique serial number ½” stencil on right hand pocket flap.   |            |           |            |
|                               | 2. Type I nylon cord used to attach signal equipment to vest (36” length).   |            |           |            |
|                               | 3. MK-124 is secured w/70” cord tied w/surgeon’s knot.   |            |           |            |
|                               | 4. Signal mirrors are unbroken and have legible instructions.  |            |           |            |
|                               | 5. Pyrotechnics are in serviceable condition   |            |           |            |
|                               | 6. Weekly inspections of pyro are being tracked IAW ALCOAST 535/02.  |            |           |            |
|                               | 7. Attach survival equipment per <i>reference (d)</i> .  |            |           |            |
|                               | 8. Separate maintenance log for each vest MP Card 3-4.   |            |           |            |
| <b>I.</b>                     | <b>Life Rafts</b>  |            |           |            |
|                               | 1. Weekly inspections conducted/tracked in maintenance log.  |            |           |            |
|                               | 2. Separate maintenance log for each raft.   |            |           |            |
|                               | 3. Serial number and In-Service Date recorded.   |            |           |            |
|                               | 4. Annual Inspection performed at a Coast Guard Approved Servicing Facility and recorded on the Cutter Engineering Report (CG-4874).   |            |           |            |
|                               | 5. Check hydrostatic release.  |            |           |            |
| <b>J.</b>                     | <b>Surface Swimmer Equipment</b>   |            |           |            |

| <b><i>Cutter R&amp;S Program</i></b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|--------------------------------------|--|------------|-----------|------------|
|                                      | 1. Cutter swimmer dry/wet suit inspected as per MP Card 6-1.   |            |           |            |
|                                      | 2. Cutter Swimmer Harness Flotation Vest, inspected as per MP Card 6-3.  |            |           |            |
|                                      | 3. Cutter swimmer's harness and tending line.  |            |           |            |
|                                      | a. Tending line is 70 feet long has a tender's hand loop spliced in one end and stainless steel ring spliced into other. |            |           |            |
|                                      | b. Rescue knife attached to the harness waist strap.   |            |           |            |
| <b>K. EPIRB/PEPIRBS</b>              |  |            |           |            |
|                                      | 1. Stored w/hydrostatic release mechanism.   |            |           |            |
|                                      | 2. Registration form.  |            |           |            |
|                                      | 3. Record date of inspection. Ensure it complies w/the 406 MHz EPIRB Maintenance Log, MP Card 7-1.                       |            |           |            |
|                                      | 4. ALCOAST 239/02 PEPIRB.  |            |           |            |
|                                      | 5. Check battery date.   |            |           |            |
| Notes:                               |  |            |           |            |

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## ***LAW ENFORCEMENT CHECKLISTS***

|             |  |
|-------------|--|
| References: | (a) Ordnance Manual, COMDTINST M8000.2C<br>(b) Maritime Law Enforcement Manual (MLEM), COMDTINST M16247.1D<br>(c) Rescue and Survival Manual, COMDINST M10470.10E<br>(d) <u>Navy Manual SS600-AS-OMI-010</u><br>(e) BO/BTM PQS BOOK, COMDTINST 16247.3B<br>(f) Boarding Officer Job Aid Kit, COMDTINST M16247.6 (series)<br>(g) CD/AMIO Interdiction Operations, COMDTINST M16247.4 (series)/NWP 3-07.4<br>(h) COMDTINST M16000 (series)<br>(i) ALCOAST 053/05 Use Of Gas Detection And Protective Safety Equipment<br>(j) Alco Sensor III/IV Instruction Manual<br>(k) CG Uniform Regulations, COMDINST M1020.6 (series)<br>(l) Army Field Manual FM 23-27 (not required to be onboard)<br>(m) Operation New Frontier Procedures Manual, COMDINST M3120.2 |
|-------------|--|

| <b><i>Section I: TRAINING AND ADMINISTRATION</i></b> |   | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|--|---|------------|-----------|------------|
| <b>A.</b>  | <b>Unit Level Instructions</b>  |            |           |            |
|  | 1. L/E Qualification Board consists of a minimum of three people, including the unit Operations Officer/Law Enforcement Officer, and a senior qualified boarding officer? <i>Reference (e)</i>  |            |           |            |
|  | 2. L/E Qualification Board members designated in writing by CO/OIC. <i>Reference (e)</i>  |            |           |            |
|  | 3. PQS Instructors command designated in writing? <i>Reference (e)</i>  |            |           |            |
|  | 4. Is your Judgmental Pistol Course Administrator designated in writing? <i>Reference (e)</i>   |            |           |            |
|  | 5. Does unit have member/s qualified to certify a space safe for entry?<br>a. Date of certification _____ Re-certification Date: _____<br>b. Is that member/s designated in writing by the command?   |            |           |            |
|  | 6. Does unit have a designated EEBD Trainer?<br>• Is the EEBD Trainer designated in writing?  |            |           |            |
|  | 7. Does the unit maintain a letter signed by the CO/OIC listing personnel authorized to carry weapons? <i>Reference (a)</i><br>• Do ALL members who carry weapons have a favorable NAC on file?<br><b>Note:</b> Specifically looking to ensure no domestic violence exists. |            |           |            |
|  | 8. Does unit have a BO designated ALEC (Advanced Law Enforcement Competency)?   |            |           |            |

| <b>Section I: TRAINING AND ADMINISTRATION</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|---|--|------------|-----------|------------|
|   | 9. Does unit possess the following references?<br>a. Maritime Law Enforcement Manual (MLEM), COMDTINST M16247.1D<br>b. BO/BTM PQS BOOK, <a href="#">COMDTINST 16247.3B</a><br>c. Boarding Officer Job Aid Kit, COMDTINST M16247.6 (series)<br>d. CD/AMIO Interdiction Operations, COMDTINST M16247.4 (series)/NWP 3-07.4<br>e. Weapons Of Mass Destruction And Catastrophic Hazardous Material Release, COMDTINST 3400.3A <b>(FOUO)</b><br>f. Navy Manual SS600-AS-OMI-010 |            |           |            |
| <b>B</b>                                      | <b>Training Program</b>  |            |           |            |
|   | 1. Does unit have a MLE Academy Graduate (HL qualified) person onboard?  |            |           |            |
|   | 2. Is the unit PQS instructor (HL) using the content in the standard MLE lesson plans for their L/E training?<br><i>Reference <a href="#">MLEA Lesson Plans</a></i>  |            |           |            |
|   | 3. Does your unit have the OC Pepper Training Job Aid Kit?<br>a. <a href="#">Exposure</a><br>b. <a href="#">Practical</a><br>c. <a href="#">Lesson Plan</a><br><i>Reference <a href="#">ALCOAST 309/01</a>, <a href="#">ALCOAST 324/03</a></i>   |            |           |            |
|   | 4. Does unit have JPC tape and is it secured and unavailable to the general crew?<br>a. Is JPC administrator using the proper form to track go/no scores?<br>b. Is JPC result being recorded on CG 3029?   |            |           |            |
| <b>C.</b>                                     | <b>Ordnance</b>  |            |           |            |
|   | Review most recent ordnance inspection and ensure unit is taking proper corrective action for any discrepancies IAW operational commanders reporting process.  |            |           |            |
| Notes:  |  |            |           |            |

| <b>Section II: EQUIPMENT</b> |  | Yes | No | N/A |
|------------------------------|--|-----|----|-----|
| <b>A.</b>                    | <b>Boarding Team Clothing: See Reference (b), Appendix H</b>   |     |    |     |
|                              | 1. Coast Guard ODU/coveralls in good condition (free of stains, tears, etc).   |     |    |     |
|                              | 2. Name tags and name tapes, if worn, are IAW <i>reference (k)</i> .   |     |    |     |
|                              | 3. Headgear: Blue baseball style cap with adjusting tab at the back with the words "US Coast Guard" embroidered across the peak of the cap or on a patch.  |     |    |     |
|                              | 4. Footwear: Black, steel-toed working boots or safety shoes   |     |    |     |
|                              | 5. Body Armor:   |     |    |     |
|                              | a. Full front, side and back protection between the base of the neck and the belt line   |     |    |     |
|                              | b. Neutral or positive buoyancy  |     |    |     |
|                              | c. Level IIa (IACP, NIJ-STD-0101.03) or greater  |     |    |     |
|                              | d. Certified by the National Institute of Justice  |     |    |     |
|                              | e. Check manufacture/issue date to ensure body armor is not out of date.   |     |    |     |
|                              | 6. PFD/Dry Suit  |     |    |     |
|                              | a. All PFDs must be clean and free of:<br>(1) Stains<br>(2) Blemishes<br>(3) Rips<br>(4) Mildew  |     |    |     |
|                              | b. Dry Suits maintained IAW <i>reference (c) appendix E</i> .  |     |    |     |
|                              | 7. Survival vest – ensure vest is equipped IAW the R&S checklist and <i>references (b) and (c)</i> .   |     |    |     |
|                              | 8. Carriage Requirements   |     |    |     |
|                              | a. Holster: BTMs shall wear the same type of holsters. Holster shall be a standard ride, thumb break type or rolling hood IAW <i>reference (b) appendix H.14</i> .   |     |    |     |
|                              | b. Expandable Baton: 15-22" extended, steel shaft that is silver or highly visible in color and corrosion resistant with foam or slip resistant grip   |     |    |     |
|                              | c. Canister of OC pepper spray: Aerosol must contain no greater than 10% and no less than 5% OC concentration. Must be water based, non-flammable, non-toxic, and produce straight stream. Approx. 3oz.<br><b>Note: Check expiration date on canister.</b> |     |    |     |
|                              | d. Flashlight: No larger than as designed to hold three C or two D cell batteries.   |     |    |     |
|                              | e. Handcuffs: Steel, chain-linked construction, capable of being double-locked, with a nickel, blued or stainless steel finish.  |     |    |     |

| <b>Section II: EQUIPMENT</b> |  | Yes | No | N/A |
|------------------------------|--|-----|----|-----|
| <b>B.</b>                    | <b>Boarding Kits &amp; Associated Equipment</b>  |     |    |     |
|                              | Boarding team shall carry a boarding kit on every boarding. The boarding kit shall contain the minimum basic supplies and equipment specified in reference (g). All other associated equipment must be readily accessible. |     |    |     |
|                              | 1. Loose leaf notebook (field notes)   |     |    |     |
|                              | 2. PDA   |     |    |     |
|                              | 3. Pens  |     |    |     |
|                              | 4. CG 4100   |     |    |     |
|                              | 5. CG 4100 / S   |     |    |     |
|                              | 6. Folding Knife or Gerber tool  |     |    |     |
|                              | 7. CG 4100 / F (fisheries enforcement)   |     |    |     |
|                              | 8. OIR (fisheries enforcement)   |     |    |     |
|                              | 9. OER (fisheries enforcement)   |     |    |     |
|                              | 10. Enforcement Action Reports (Fisheries Boardings)<br><i>Reference (b)</i>   |     |    |     |
|                              | 11. Rights advice card/waiver of rights form   |     |    |     |
|                              | 12. BOJAK  |     |    |     |
|                              | 13. Flashlight / Chem-lites / Batteries  |     |    |     |
|                              | 14. Sounding tape (10-ft minimum) <i>Reference (b)</i>   |     |    |     |
|                              | 15. Tape measure (25-50ft) <i>Reference (b)</i>  |     |    |     |
|                              | 16. Inspection mirror  |     |    |     |
|                              | 17. 6-ft piece of cotton line  |     |    |     |
|                              | 18. Wooden wedge   |     |    |     |
|                              | 19. Field test kits for contraband.  |     |    |     |
|                              | 20. Evidence bags (various sizes)  |     |    |     |
|                              | 21. Seizure tags (CG 5117)   |     |    |     |
|                              | 22. Hand sanitizer   |     |    |     |
|                              | 23. Latex gloves   |     |    |     |
|                              | 24. Flashlight (no larger than 3 C-cell size)  |     |    |     |
|                              | 25. First-Aid Kit. <i>Reference (b)</i>  |     |    |     |
|                              | 26. Flex-cuffs   |     |    |     |
|                              | 27. Flex-cuff cutters  |     |    |     |
| <b>C.</b>                    | <b>Recommended ON Hand (depending on unit mission)</b>   |     |    |     |
|                              | 1. Confined Space Entry Kit (Immediately Accessible)   |     |    |     |
|                              | 2. Leg Irons (Prisoner Control)  |     |    |     |
|                              | 3. Restraint Harness (Prisoner Control)  |     |    |     |
|                              | 4. Spit Hoods (Prisoner Control)   |     |    |     |
|                              | 5. Identification Bracelets (Prisoner Control)   |     |    |     |
|                              | 6. Video Camera (Documentation)  |     |    |     |
|                              | 7. 35mm/Digital/ Disposable camera   |     |    |     |
|                              | 8. Log Books (Blank)   |     |    |     |

| <b>Section II: EQUIPMENT</b> |   | Yes | No | N/A |
|------------------------------|---|-----|----|-----|
| <b>D.</b>                    | <b>Personal Protective Equipment (PPE): References (b) and (i)</b>  |     |    |     |
|                              | 1. Personal Gas Detection Equipment<br>a. Personal Gas Detector Calibration Log (GASALERTCLIP). <i>Reference (i)</i><br>b. Is the Personal Gas Detector issue documented on AF-538? |     |    |     |
|                              | 2. Toxic & Explosive Gas Meter <i>Reference (b)</i><br>a. Calibration Log for Toxic Gas Monitor (GASALERTMICRO) "4 Gas Detection" QUARTERLY. <i>Reference (i)</i>                   |     |    |     |
|                              | 3. Radiation detection equipment  |     |    |     |
|                              | 4. Disposable oxygen monitor.   |     |    |     |
|                              | 5. Disposable Respirator (N95/N100)   |     |    |     |
|                              | 6. Emergency Escape Breathing Device (EEBD).<br><i>Reference (b)</i><br>Is the EEBD issue documented on form AF-538?  |     |    |     |
|                              | 7. Hearing protection if encountering noises above 80 Db.   |     |    |     |
| <b>E.</b>                    | <b>Alco Sensor</b>  |     |    |     |
|                              | 1. Log maintained properly?   |     |    |     |
|                              | 2. Are serial numbers recorded on records for each unit?  |     |    |     |
|                              | 3. Date of last calibration IAW <i>reference (j)</i> ?  |     |    |     |
|                              | 4. Are expiration dates recorded for gas/standard bottle?   |     |    |     |
|                              | 5. Does unit have copies of the current Field Sobriety Test (FST) sheets?   |     |    |     |
|                              | 6. Date of operators certification?   |     |    |     |
|                              | 7. Do operators have the 8hr BUI class completed with annual recertification?   |     |    |     |
| <b>F.</b>                    | <b>IONSCAN: Reference (g)</b>   |     |    |     |
|                              | 1. User certification   |     |    |     |
|                              | a. Is member certified through one of the authorized sources i.e., Barringer Instruments or a certified trainer?  |     |    |     |
|                              | b. If member is training other members at the unit, is he/she a certified train-the-trainer from Barringer?   |     |    |     |
|                              | 2. Equipment requirements:  |     |    |     |
|                              | a. Are calibration tests being conducted and logged prior to every use?   |     |    |     |
|                              | b. PMS requirements   |     |    |     |
|                              | c. Spare parts available  |     |    |     |
|                              | 3. Is every sample labeled and logged in?   |     |    |     |
|                              | 4. Are boarding teams being tested and results logged prior to every boarding?  |     |    |     |

| <i>Section II: EQUIPMENT</i> | Yes | No | N/A |
|------------------------------|-----|----|-----|
| <p>Notes:</p>                |     |    |     |

## ***Engineering Administration and Equipment***

|             |  |
|-------------|--|
| References: | (a) Naval Engineering Manual, COMDTINST M9000.6D<br>(b) Cutter Training and Qualification Manual, COMDINST M3502.4E<br>(c) Cutter Organization Manual, COMDTINST M5400.16,<br>(d) Machinery Space Fire Doctrine for Class Bravo Fire, COMDTINST M9555.1A<br>(e) Equipment Tag-out Procedures, COMDTINST M9077.1C<br>(f) Rescue and Survival Systems Manual, COMDTINST M10470.10C<br>(g) Cutter Standard Repair Locker Inventory, COMDTINST M9664.1<br>(h) Surface Ship Firefighting, NSTM 555.Vol 1<br>(i) USCG Preventive Maintenance Manual, Tec Pub No.2006C<br>(j) SEOPS Learning Reference Guide<br>(k) Personnel Protective Equipment, NSTM 077<br>(l) Casualty Reporting (CASREP) Procedures (Materiel), COMDTINST M3501.3E |
|-------------|--|

| <b><i>Section I: Administration</i></b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|---|--|------------|-----------|------------|
| <b>A.</b>                               | <b>Instructions</b>  |            |           |            |
|   | 1. Written EO Standing Orders.   |            |           |            |
|   | 2. Engineering Night Orders.   |            |           |            |
|   | 3. Machinery Space Fire Doctrine written IAW <i>references (d) and (m)</i> . |            |           |            |
|   | 4. Hazard Communications Program. <i>Reference (a)</i>                       |            |           |            |
|   | 5. Is the Engineering Change Request (ECR) folder maintained and up to date? |            |           |            |
|   | 6. Casualty Control Manual.  |            |           |            |
| <b>B.</b>                               | <b>Maintenance Logs and Records: <i>Maintained IAW reference (a)</i></b>     |            |           |            |
|   | 1. Equipment tag out log   |            |           |            |
|   | 2. Cooling treatment log   |            |           |            |
|   | 3. Flex hose log   |            |           |            |
|   | 4. Zinc log  |            |           |            |
|   | 5. Machinery logs  |            |           |            |

| <b>Section I: Administration</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|----------------------------------|--|------------|-----------|------------|
|                                  | 6. Cathodic Protection System (CAPAC) records  |            |           |            |
|                                  | 7. Small Boat Records  |            |           |            |
|                                  | 8. Oil analysis  |            |           |            |
|                                  | 9. Lubricating oil viscosity tests (completed daily on running machinery). <i>Reference (a)</i>  |            |           |            |
|                                  | 10. Cutter Engineering report  |            |           |            |
|                                  | 11. Tank inspections   |            |           |            |
|                                  | 12. Diesel Engine Maintenance Program (DEMPS)  |            |           |            |
|                                  | 13. Potable water records  |            |           |            |
|                                  | 14. Small boat crane/davit   |            |           |            |
|                                  | 15. Casualty reporting (CASREP) records. <i>Reference (i).</i>   |            |           |            |
|                                  | 16. Critical gauge list.   |            |           |            |
| <b>C.</b>                        | <b>Engineering Casualty Control (ECC) Manual</b>   |            |           |            |
|                                  | <p>Are the general engineering bills listed below reflected in the cutters Casualty Control Manual? <i>Reference (b)</i></p> <ol style="list-style-type: none"> <li>1. Fuel Oil Service</li> <li>2. Evaporator Plant</li> <li>3. Ships Service</li> <li>4. Generator</li> <li>5. Fuel Oil Transfer and Ballast</li> <li>6. Drainage</li> <li>7. Fire Main and Salt Water Circulating</li> <li>8. Auxiliary Plant</li> <li>9. Main Propulsion Repair</li> <li>10. Casualty Power</li> <li>11. Interior Communication</li> <li>12. De-energizing Electric Circuits</li> <li>13. Air Conditioning, Heating and Ventilation</li> <li>14. Compressed Air</li> </ol> |            |           |            |
| <b>D.</b>                        | <b>CMPlus: <i>Reference (a)</i></b>  |            |           |            |



| <b>Section I: Administration</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|----------------------------------|--|------------|-----------|------------|
|                                  | Are the following items entered into CMPlus? |            |           |            |
|                                  | 1. Preventive maintenance System (PMS).      |            |           |            |
|                                  | 2. Current Ships Maintenance Project (CSMP). |            |           |            |
|                                  | 3. Hull/Machinery history.                   |            |           |            |
| <p>NOTES:</p>                    |  |            |           |            |

| <b>Section II: DAMAGE CONTROL EQUIPMENT</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|---|--|------------|-----------|------------|
| <b>A.</b>                                   | <b>Fire Station Equipment</b>  |            |           |            |
|   | 1. Does each hose station have all required equipment in serviceable condition? <i>Reference (h) and (i)</i><br>a. Two lengths of 1½" fire hose 50ft length?*<br>b. *Only one length needs to be connected to wye-gate.<br>c. Wye-gate*<br>d. The side not connected to a hose should be in the open position<br>e. Vari-Nozzle*<br>f. Stowed at the 30° position with the bail closed<br>g. Spanner Wrenches (2)<br>h. AFFF in-line foam eductor*<br><br>* Required at foam stations only |            |           |            |
|   | 2. Is each hose stenciled* with the date indicating the last Hydrostatic test within the last year? <i>Reference (i)</i><br><br>* The hose may be stenciled or engraved on male end near lug   |            |           |            |
| <b>B.</b>                                   | <b>Portable CO2 Extinguishers</b>  |            |           |            |

| <b>Section II: DAMAGE CONTROL EQUIPMENT</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|---|--|------------|-----------|------------|
|   | 1. Are CO2 Extinguishers properly mounted with latching strap and bracket? <i>Reference (h)</i>  |            |           |            |
|   | 2. Are hose connections wrapped with electrical tape or heat shrink? <i>Reference (i)</i>  |            |           |            |
|   | 3. Are safety pins in place, and are there tamper seals in place to prevent pin from being removed without breaking the seal? <i>References (h) and (i)</i>              |            |           |            |
|   | 4. Have the extinguishers been inspected within the last month? And is it documented on a Navy inspection tag?*  |            |           |            |
|   | *Do not use extinguisher manufacturer's tags   |            |           |            |
|   | 5. Is the hydrostatic test date within the last 5 years?<br><i>Reference (i)</i>   |            |           |            |
| <b>C.</b>                                   | <b>Portable PKP Extinguishers</b>  |            |           |            |
|   | 1. Are PKP extinguishers properly mounted with latching strap and bracket? <i>Reference (h)</i>  |            |           |            |
|   | 2. Are safety pins in place, and are there tamper seals in place to prevent pin from being removed without breaking the seal? <i>Reference (h) and (i)</i>               |            |           |            |
|   | 3. Have the extinguishers been inspected within the last quarter? And is it documented on a Navy inspection tag (stock # 0101 LF0993005)*? <i>References (h) and (i)</i> |            |           |            |
|   | *Do not use extinguisher manufacturer's tags.  |            |           |            |
| <b>D.</b>                                   | <b>AFFF Extinguishers</b>  |            |           |            |
|   | 1. Are AFFF extinguishers properly mounted with latching strap and bracket? <i>Reference (h)</i>   |            |           |            |
|   | 2. Are safety pins in place, and are there tamper seals in place to prevent pin from being removed without breaking the seal? <i>Reference (h) and (i)</i>               |            |           |            |
|   | 3. Does pressure gauge indicate that extinguisher is fully charged? <i>Reference (h)</i>   |            |           |            |
| <b>E.</b>                                   | <b>P-250 Mod I pump</b>  |            |           |            |
|   | 1. Are hoses in good condition complete with gaskets?<br><i>Reference (i)</i>  |            |           |            |
|   | 2. Are pump accessories properly outfitted and in good working order? <i>Reference (h) and (i)</i>   |            |           |            |
|   | 3. Is the pump free from oil and gas leaks? <i>Reference (h) and (i)</i>   |            |           |            |
|   | 4. Does the P-250 pump operate properly? <i>Reference (i)</i>  |            |           |            |

| <b>Section II: DAMAGE CONTROL EQUIPMENT</b> |   | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|---|---|------------|-----------|------------|
| <b>F.</b>                                   | <b>P-100 Pump</b>   |            |           |            |
|   | 1. Are hoses in good condition, complete with gaskets?<br><i>Reference (i)</i>  |            |           |            |
|   | 2. Are pump accessories properly outfitted and in good working order? <i>Reference (h) and (i)</i>  |            |           |            |
|   | 3. Is the pump free from oil and gas leaks? <i>Reference (h) and (i)</i>  |            |           |            |
|   | 4. Does the P-100 pump operate properly? <i>Reference (i)</i>   |            |           |            |
|   | 5. If applicable, is block heater working properly? (Check by feeling block for heat.) <i>Reference (i)</i>   |            |           |            |
| <b>G.</b>                                   | <b>P-6 Salvage pumps</b>  |            |           |            |
|   | 1. Does the pump kit contain all equipment required?<br><i>Reference (f) PMS card</i>   |            |           |            |
|   | 2. Is the pump free from rust and in good working order?<br><i>Reference (f)</i>  |            |           |            |
| <b>H.</b>                                   | <b>Oxygen Breathing Apparatus (OBA) Type-A4</b>   |            |           |            |
|   | 1. Are the following parts of the OBAs free from damage, deterioration, dry rot, and manufacturer's defects?<br><i>Reference (i)</i><br>a. Head Harness<br>b. Facepiece*<br>c. Breathing tubes<br>d. Breathing Bag<br>e. Canister Retaining system<br>f. Combination valve body clamp and breathing tube hose clamps (ensure clamps are steel)<br><br>*Ensure face piece insert is installed to prevent warping |            |           |            |
|   | 2. Are face piece lens free from scratches, cracks, chips?<br><i>Reference (i)</i>  |            |           |            |
|   | 3. Are breathing tube couplings free from corrosion and working properly? <i>Reference (i)</i>  |            |           |            |
|   | 4. Are any of the OBA's manufactured by S-TRON?<br><br><i>If so, is the OBA equipped with a modification kit? If there is no modification kit OBA must be removed from service.<br/>Reference message ENGLOGCEN R 091244Z JUL 02</i>  |            |           |            |
| <b>I.</b>                                   | <b>Self Contained Breathing Apparatus (SCBA)</b>  |            |           |            |

| <b>Section II: DAMAGE CONTROL EQUIPMENT</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|---|--|------------|-----------|------------|
|   | 1. Is the face piece free from rubber deterioration, dirt, cracks, holes, or tackiness? <i>Reference (i)</i>   |            |           |            |
|   | 2. Is lens free from cracks and scratches? <i>Reference (i)</i>  |            |           |            |
|   | 3. Does facepiece coupling show signs of damage? <i>Reference (i)</i>  |            |           |            |
|   | 4. Are the cylinder and harness gauge needles visible through gauge lens? <i>Reference (i)</i>   |            |           |            |
|   | 5. Is there any damage to the harness gauge hose?  |            |           |            |
|   | 6. Is high pressure hose between alarm and first stage regulator free from cuts or severe abrasions? <i>Reference (i)</i>  |            |           |            |
|   | 7. Are SCBA cylinders fully charged to 4500 psig +/- 225 psig? <i>Reference (i)</i>  |            |           |            |
| <b>J.</b>                                   | <b>Installed Fire Extinguishing Systems</b>  |            |           |            |
|   | 1. Are CO2/ Halon bottles and all components in good condition and properly bracketed? <i>Reference (h) and (i)</i>  |            |           |            |
|   | 2. Are there any obstructions hindering system operation? <i>Reference (i)</i>   |            |           |            |
|   | 3. Are there adequate safeguards in place to prevent loose gear from interfering with operation of systems? <i>Reference (i)</i>   |            |           |            |
|   | 4. Are the following components free from blockage, corrosion, missing parts, and loose fittings as applicable? <i>Reference(i)</i><br>a. Flexible hoses (ensure hoses are not past hydrostatic test date of 5 yrs)<br>b. Actuation piping<br>c. Vent fittings<br>d. Alarm and pneumatic control panels<br>e. Cable pulls<br>f. Actuator boxes |            |           |            |
|   | 5. Are warning signs, safety precautions, and instructions posted and clearly visible in protected spaces? <i>Reference (i)</i>  |            |           |            |
|   | 6. Are discharge nozzles free from obstructions? <i>Reference (i)</i>  |            |           |            |
| <b>K.</b>                                   | <b>Repair Locker Equipment</b>   |            |           |            |

| <b>Section II: DAMAGE CONTROL EQUIPMENT</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|---|--|------------|-----------|------------|
|   | Is all the equipment that is required onboard? <i>Reference (i)R-Q-1632</i><br><br><i>IAW all applicable sections of the Coast Guard Standard Repair Locker Inventory COMDTINST M9664.1 (series). (To expedite this inspection, the Cutter's DCPO shall assist the inspection team.)</i> |            |           |            |
| NOTES:                                      |  |            |           |            |

| <b>Section III ENGINEERING EQUIPMENT</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|--|--|------------|-----------|------------|
| <b>A.</b>                                | <b>Main Space Engine</b>   |            |           |            |
|  | 1. Is the engine free from lube oil, jacket water or fuel oil leaks?         |            |           |            |
|  | 2. Are system pressures and temperatures within the normal operating ranges? |            |           |            |
|  | 3. Is all instrumentation calibration current?                               |            |           |            |
|  | 4. Are remote and manual securing devices operational?                       |            |           |            |
|  | 5. Are engine controls operating properly?                                   |            |           |            |
|  | 6. Safety placards mounted?  |            |           |            |
| <b>B.</b>                                | <b>Ship Service Diesel Generator</b>   |            |           |            |

| <b>Section III ENGINEERING EQUIPMENT</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|--|--|------------|-----------|------------|
|  | 1. Is the generator free from lube oil, jacket water or fuel leaks?                              |            |           |            |
|  | 2. System pressures and temperatures within normal operating ranges?                             |            |           |            |
|  | 3. Is all instrumentation calibration current?   |            |           |            |
|  | 4. Are remote and manual securing devices operational?   |            |           |            |
|  | 5. Safety placards mounted?  |            |           |            |
| <b>C.</b>                                | <b>Reduction Gear/Shafting</b>   |            |           |            |
|  | 1. Is the reduction gear free from lube oil?   |            |           |            |
|  | 2. System pressures and temperatures within normal operating range?                              |            |           |            |
|  | 3. Does shaft packing leak excessively?  |            |           |            |
|  | 4. Safety placard and emergency operation procedures posted?                                     |            |           |            |
| <b>D.</b>                                | <b>Electrical Systems</b>  |            |           |            |
|  | 1. 24 Volt/ Batteries  |            |           |            |
|  | a. Does the battery box ventilation system operate?  |            |           |            |
|  | b. Are batteries secured for sea?  |            |           |            |
|  | c. Safety placards posted?   |            |           |            |
|  | d. Safety equipment available in space?  |            |           |            |
|  | 2. 440V/120V Distribution  |            |           |            |
|  | a. Is the cutter's power generating and distribution equipment free from oil, dirt and moisture? |            |           |            |
|  | b. Are switchboard and panel meters operational and properly adjusted/calibrated?                |            |           |            |
|  | c. Is the switchboard free of any missing or broken circuit breakers/switches?                   |            |           |            |
|  | d. Operating procedures posted?  |            |           |            |
|  | e. Safety equipment available in space?  |            |           |            |
|  | f. Safety placards posted?   |            |           |            |

| <b>Section III ENGINEERING EQUIPMENT</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|--|--|------------|-----------|------------|
| <b>E.</b>                                | <b>Auxiliary Systems</b>   |            |           |            |
|  | 1. Fire Main Pumps   |            |           |            |
|  | a. Are the pumps operational and do they attain rated pressure?        |            |           |            |
|  | b. Does the local and remote start/stop function correctly?            |            |           |            |
|  | 2. Reverse Osmosis (R/O) Unit  |            |           |            |
|  | a. Is unit operational?  |            |           |            |
|  | b. Is protective cover in place?                                       |            |           |            |
|  | c. Operating procedures posted?  |            |           |            |
|  | 3. Oily Water Separator (OWS)  |            |           |            |
|  | a. Is piping intact and free from leaks?                               |            |           |            |
|  | b. Operating procedures posted?  |            |           |            |
| <b>F.</b>                                | <b>Hydraulic Systems</b>   |            |           |            |
|  | Steering   |            |           |            |
|  | 1. Free from hydraulic leaks.  |            |           |            |
|  | 2. Do local and remote controls operate correctly?                     |            |           |            |
|  | 3. Operating and emergency procedures posted?                          |            |           |            |
| <b>G.</b>                                | <b>Potable Water System</b>  |            |           |            |
|  | F/W pumps and piping   |            |           |            |
|  | 1. Do pumps operate properly and do gauges indicate correct pressures? |            |           |            |
|  | 2. Operating procedures posted?  |            |           |            |
| <b>H.</b>                                | <b>A/C System</b>  |            |           |            |
|  | 1. Condenser Cooling Pumps   |            |           |            |

| <b>Section III ENGINEERING EQUIPMENT</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|--|--|------------|-----------|------------|
|  | a. Is piping intact and free from leaks?   |            |           |            |
|  | b. Do pumps operate correctly and at a proper pressure?                          |            |           |            |
|  | 2. Refrigerant System  |            |           |            |
|  | a. Is system operational?  |            |           |            |
|  | b. Are refrigerant detectors installed in all spaces that have AC going to them? |            |           |            |
|  | 3. Air Handling Unit (AHU)   |            |           |            |
|  | a. Do AHU's operate properly?  |            |           |            |
|  | b. Are condensate drain lines intact and free from leaks?                        |            |           |            |
| <b>I.</b>                                | <b>Bilge Drainage System/Eductor System</b>                                      |            |           |            |
|  | 1. Do all remote valves operate correctly?                                       |            |           |            |
|  | 2. Operating procedures posted?  |            |           |            |
|  | 3. Bilge/high water alarm working?   |            |           |            |
| <b>J.</b>                                | <b>Sewage/Grey Water System</b>  |            |           |            |
|  | 1. System piping intact with no leaks?   |            |           |            |
|  | 2. Sewage pump operates correctly?   |            |           |            |
|  | 3. Grey water pump operates correctly?   |            |           |            |
| <b>K.</b>                                | <b>Fuel Oil Supply, Transfer and Stripping</b>                                   |            |           |            |
|  | 1. Do all valves operate correctly?  |            |           |            |
|  | 2. Does the fuel oil transfer pump and stripping pump operate correctly?         |            |           |            |
|  | 3. Is piping intact and free from leaks?   |            |           |            |
|  | 4. Are spray shields in place?   |            |           |            |
|  | 5. Operating procedures posted?  |            |           |            |



| <b>Section III ENGINEERING EQUIPMENT</b> |  | <b>Yes</b> | <b>No</b> | <b>N/A</b> |
|--|--|------------|-----------|------------|
| <b>L.</b>                                | <b>Small Boats</b>   |            |           |            |
|  | 1. Are sponsons in good condition and fully inflated?  |            |           |            |
|  | 2. Is external hull in good condition, free from cracks and gel-coat in good repair?                                     |            |           |            |
|  | 3. Do outboard engines operate correctly?  |            |           |            |
|  | 4. Do outboard engine controls operate correctly? (throttles, start-stop)  |            |           |            |
|  | 5. Do electric systems operate correctly? (horn, lights)   |            |           |            |
|  | 6. Is boat outfitted IAW district policy?  |            |           |            |
|  | 7. Are trailers in compliance with G-RCB requirements?   |            |           |            |
|  | 8. If unit has vehicle and tows does it meet the requirements IAW COMDT instructions?                                    |            |           |            |
| <b>M.</b>                                | <b>Hose Tags</b>   |            |           |            |
|  | Are all hose tags in place and stenciled with proper labels?<br><u>Note:</u> This is applicable for all machinery hoses. |            |           |            |
| <b>NOTES:</b>                            |  |            |           |            |

| <b><i>CUTTER MATERIAL INSPECTION CHECKLIST</i></b> |   |
|--|---|
| References:  | (a) COMDTINST. M9000.6E, Naval Engineering Manual<br>(b) COMDTINST. M10360.3B, Colors and Coatings Manual<br>(c) USCG Preventive Maintenance Manual, Tech. Pub. No. 2006C<br>(d) NSTM 079 Vol.2, Practical Damage Control<br>(e) COMDINST. M6240.4A, Food Service Sanitation<br>(f) COMDINST. M9555.1A, Machinery Space Firefighting Doctrine for Class Bravo Fires<br>(g) NSTM 300, Electric Plant<br>(h) COMDINST. M5000.7, Shipboard Regulations<br>(i) Aids to Navigation Manual - Seamanship COMDTINST 16500.21<br>(j) Aids to Navigation Manual – Administration COMDTINST 16500.7A |

| <b><i>Weather Deck</i></b> |  | <b>Sat</b> | <b>Unsat</b> |
|----------------------------|--|------------|--------------|
| <b>A.</b>                  | <b>Material items to be checked.</b>   |            |              |
|                            | 1. Are the gas containers properly labeled? <i>Reference (a)</i>   |            |              |
|                            | 2. Is the gas in the proper type of stowage containers? <i>Reference (a)</i>   |            |              |
|                            | 3. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|                            | 4. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|                            | 5. Are all electrical outlets covered and operable? <i>References (c) and (d)</i>  |            |              |
|                            | 6. Are all sound powered phone boxes capped? <i>References (c) and (d)</i>   |            |              |
|                            | 7. Are the CCOLs permanently and conspicuously posted in weather deck areas? <i>References (a) and (c)</i>   |            |              |
|                            | 8. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>  |            |              |
|                            | 9. Is “DUPLICATE” posted where required? (For compartments having two or more entrances over 10ft. apart) <i>References (a) and (d)</i>                                  |            |              |
|                            | 10. Are dogging/T-handle wrenches in place at the needed accesses? <i>References (c)</i>   |            |              |
|                            | 11. Are traffic, exit arrows, and extinguisher markings photoluminescent? (NOTE: No photoluminescent paint should be applied on the extinguishers!) <i>Reference (d)</i> |            |              |
|                            | 12. Small boat clean and safely secured. <i>Reference (a)</i>  |            |              |
|                            | 13. Vent covers operating properly. <i>Reference (a)</i>   |            |              |
|                            | 14. Are all tripping hazards properly labeled or displayed? <i>Reference (b)</i>   |            |              |
|                            | 15. Are all low overheads properly marked or padded? <i>Reference (b)</i>  |            |              |
|                            | 16. Are the weather decks clean and orderly? <i>Reference (d)</i>  |            |              |

| <b><i>Weather Deck</i></b>                        |   | <b>Sat</b> | <b>Unsat</b> |
|---|---|------------|--------------|
|   | 17. Is all required Personal Protection Equipment available and in good working condition? <i>References (a) and (b)</i>                |            |              |
|   | 18. Are the rails, stanchions or ladders loose, damaged, or missing any parts? <i>Reference (c)</i>                                     |            |              |
|   | 19. Are the life lines damaged, frayed or missing any parts? <i>Reference (c)</i>   |            |              |
|   | 20. Is the Non-skid in good condition? <i>Reference (b)</i>   |            |              |
|   | 21. 30. Are all watertight doors, hatches and scuttles in good working condition, with safety latches in attached? <i>Reference (a)</i> |            |              |
| <b>B. Damage control equipment to be checked.</b> |   |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>   |            |              |
|   | 2. Are the valves in the DC systems located on the weather deck operable? <i>Reference (c)</i>  |            |              |
| Note:   |   |            |              |

| <b><i>02 Deck</i></b>                |   | <b>Sat</b> | <b>Unsat</b> |
|--------------------------------------|---|------------|--------------|
| <b>Material items to be checked.</b> |   |            |              |
|                                      | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>  |            |              |
|                                      | 2. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                              |            |              |
|                                      | 3. Are all electrical outlets covered and operable? <i>References (c) and (d)</i>                             |            |              |
|                                      | 4. Are all sound powered phone boxes capped? <i>References (c) and (d)</i>                                    |            |              |
|                                      | 5. Are the CCOLs permanently and conspicuously posted in weather deck areas? <i>References (a) and (c)</i>    |            |              |
|                                      | 6. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i> |            |              |
|                                      | 7. Are the weather decks clean and orderly? <i>Reference (d)</i>  |            |              |
|                                      | 8. Are the rails, stanchions or ladders loose, damaged, or missing any parts? <i>Reference (c)</i>            |            |              |
|                                      | 9. Small boat davit clean and properly labeled. <i>Reference (a)</i>  |            |              |

| <b>02 Deck</b> |   | <b>Sat</b> | <b>Unsat</b> |
|----------------|---|------------|--------------|
|                | 10. Are exhaust fans clean and operating properly? <i>Reference (a)</i> |            |              |
|                | 11. Is the Non-skid in good condition? <i>Reference (b)</i>             |            |              |
| NOTES:         |   |            |              |

| <b>Deck</b> |   | <b>Sat</b> | <b>Unsat</b> |
|-------------|---|------------|--------------|
| <b>A.</b>   | <b>Material items to be checked.</b>  |            |              |
|             | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>  |            |              |
|             | 2. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                              |            |              |
|             | 3. Are all electrical outlets covered and operable? <i>References (c) and (d)</i>                             |            |              |
|             | 4. Are all sound powered phone boxes capped? <i>References (c) and (d)</i>                                    |            |              |
|             | 5. Are the CCOLs permanently and conspicuously posted in weather deck areas? <i>References (a) and (c)</i>    |            |              |
|             | 6. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i> |            |              |
|             | 7. Are the weather decks clean and orderly? <i>Reference (d)</i>  |            |              |
|             | 8. Are the rails, stanchions or ladders loose, damaged, or missing any parts? <i>Reference (c)</i>            |            |              |
|             | 9. If outfitted, is the ammunition locker properly labeled?   |            |              |
|             | 10. If outfitted, are the machine gun mounts secured?   |            |              |
| <b>B.</b>   | <b>Damage control equipment to be checked.</b>  |            |              |
|             | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>   |            |              |
|             | 2. Are the valves in the DC systems located on the weather deck operable? <i>Reference (c)</i>                |            |              |
| Note:       |   |            |              |

| <b><i>Fly Bridge</i></b> |   | <b>Sat</b> | <b>Unsat</b> |
|--------------------------|---|------------|--------------|
| <b>A.</b>                | <b>Materiel items to be checked.</b>  |            |              |
|                          | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>  |            |              |
|                          | 2. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                              |            |              |
|                          | 3. Are all electrical outlets covered and operable? <i>References (c) and (d)</i>                             |            |              |
|                          | 4. Are all sound powered phone boxes capped? <i>References (c) and (d)</i>                                    |            |              |
|                          | 5. Are the CCOLs permanently and conspicuously posted in weather deck areas? <i>References (a) and (c)</i>    |            |              |
|                          | 6. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i> |            |              |
| <b>B.</b>                | <b>Damage control equipment to be checked.</b>  |            |              |
|                          | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>   |            |              |
|                          | 2. Are the valves in the DC systems located on the weather deck operable? <i>Reference (c)</i>                |            |              |
| Note:                    |   |            |              |

| <b><i>Buoy Deck</i></b> |   | <b>Sat</b> | <b>Unsat</b> |
|-------------------------|---|------------|--------------|
| <b>A.</b>               | <b>Materiel items to be checked.</b>  |            |              |
|                         | 1. Buoy Crane labeled with level 1 and 2 survey dates.                            |            |              |
|                         | 2. Cross deck winches labeled with dynameters test date.                          |            |              |
|                         | 3. Fuel cofferdam clean of fuel.  |            |              |
|                         | 4. Is all electrical lighting covered and working? <i>References (c) and (d)</i>  |            |              |
|                         | 5. Are all electrical outlets covered and operable? <i>References (c) and (d)</i> |            |              |
|                         | 6. Submersible pump outlet covered and working.                                   |            |              |
|                         | 7. Tank vent covers in working condition.   |            |              |
|                         | 8. P100 pump and exhaust hoses secured and in good working condition.             |            |              |

| <b>Buoy Deck</b> |   | <b>Sat</b> | <b>Unsat</b> |
|------------------|---|------------|--------------|
| <b>B.</b>        | <b>Damage control equipment to be checked.</b>  |            |              |
|                  | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>   |            |              |
|                  | 2. Are the valves in the DC systems located on the weather deck operable? <i>Reference (c)</i>  |            |              |
| <b>C.</b>        | <b>Ground tackle</b>  |            |              |
|                  | 1. Does the anchor windlass operate properly?   |            |              |
|                  | 2. All Rigging Appendages (all hooks, chain, swivels, links, pins, and shackles used to lift or secure a load aboard any AtoN vessel) must be stamped with the Safe Working Load. <i>Reference (i)</i>              |            |              |
|                  | 3. All wire ropes and chain slings shall have metal stamped tag permanently attached stating the Safe Working Load. (Interchangeable end fittings must be stamped as well). <i>Reference (i)</i>                    |            |              |
|                  | 4. All blocks shall be tested and stamped with Safe Working Load. <i>Reference (i)</i>  |            |              |
|                  | 5. Synthetic slings may not be made or repaired by units and must have a tag from the manufacturer stating Safe Working Load and an individual number assigned by the unit for record keeping. <i>Reference (i)</i> |            |              |
| Note:            |   |            |              |

| <b>Forecastle</b> |  | <b>Sat</b> | <b>Unsat</b> |
|-------------------|--|------------|--------------|
|                   | <b>Materiel items to be checked.</b>   |            |              |
|                   | 1. Is anchor secured properly all rigging in good condition? <i>References (c) and (d)</i> |            |              |
|                   | 2. Is windlass operating properly? <i>References (c) and (d)</i>                           |            |              |
|                   | 3. Is all electrical lighting covered and working? <i>References (c) and (d)</i>           |            |              |

| <b><i>Forecastle</i></b> |   | <b>Sat</b> | <b>Unsat</b> |
|--------------------------|---|------------|--------------|
|                          | 4. Are all electrical outlets covered and operable? <i>References (c) and (d)</i>         |            |              |
|                          | 5. Are all sound powered phone boxes capped? <i>References (c) and (d)</i>                |            |              |
|                          | 6. Is the Non-skid in good condition? <i>Reference (b)</i>                                |            |              |
|                          | 7. Is the crane pedestal fasteners free of paint, corrosion and oil? <i>Reference (a)</i> |            |              |
| Note:                    |   |            |              |

| <b><i>CPO Stateroom</i></b> |   | <b>Sat</b> | <b>Unsat</b> |
|-----------------------------|---|------------|--------------|
| <b>A.</b>                   | <b>Materiel items to be checked.</b>  |            |              |
|                             | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>  |            |              |
|                             | 2. Is there presence of condensation? <i>Reference (b)</i>  |            |              |
|                             | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>        |            |              |
|                             | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                             |            |              |
|                             | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                              |            |              |
|                             | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>                       |            |              |
|                             | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>  |            |              |
|                             | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>      |            |              |
|                             | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i> |            |              |
|                             | 10. Is compartment clean and orderly? <i>Reference (d)</i>  |            |              |
| <b>B.</b>                   | <b>Damage control equipment to be checked.</b>  |            |              |
|                             | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>   |            |              |

| <b><i>CPO Stateroom</i></b> |  | <b>Sat</b> | <b>Unsat</b> |
|-----------------------------|--|------------|--------------|
|                             | 2. Test all battle lanterns for proper operation for 15 seconds?<br>( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:                       |  |            |              |

| <b><i>XO Stateroom</i></b> |  | <b>Sat</b> | <b>Unsat</b> |
|----------------------------|--|------------|--------------|
| <b>A.</b>                  | <b>Material items to be checked.</b>   |            |              |
|                            | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|                            | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|                            | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>   |            |              |
|                            | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
|                            | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|                            | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|                            | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|                            | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>   |            |              |
|                            | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                    |            |              |
|                            | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B.</b>                  | <b>Damage control equipment to be checked.</b>   |            |              |
|                            | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|                            | 2. Test all battle lanterns for proper operation for 15 seconds?<br>( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:                      |  |            |              |



| <b><i>Passageway Main Deck</i></b> |  | <b>Sat</b> | <b>Unsat</b> |
|------------------------------------|--|------------|--------------|
| <b>A.</b>                          | <b>Materiel items to be checked.</b>   |            |              |
|                                    | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|                                    | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|                                    | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>                                       |            |              |
|                                    | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
|                                    | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|                                    | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|                                    | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|                                    | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|                                    | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|                                    | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B.</b>                          | <b>Damage control equipment to be checked.</b>   |            |              |
|                                    | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|                                    | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:                              |  |            |              |

| <b><i>Petty Officer Stateroom</i></b> |  | <b>Sat</b> | <b>Unsat</b> |
|---------------------------------------|--|------------|--------------|
| <b>A.</b>                             | <b>Materiel items to be checked.</b>   |            |              |
|                                       | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|                                       | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|                                       | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i> |            |              |
|                                       | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                      |            |              |

| <b>Petty Officer Stateroom</b>                    |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|   | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note: Light intensity should remain constant!)</b> <i>Reference (c)</i> |            |              |
| Note:   |  |            |              |

| <b>Crew Stateroom</b>                   |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
| <b>A. Materiel items to be checked.</b> |  |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>   |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                        |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                         |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>                  |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>                                   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i> |            |              |

| <b>Crew Stateroom</b> |   | <b>Sat</b> | <b>Unsat</b> |
|-----------------------|---|------------|--------------|
|                       | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                 |            |              |
|                       | 10. Is compartment clean and orderly? <i>Reference (d)</i>  |            |              |
| <b>B.</b>             | <b>Damage control equipment to be checked.</b>  |            |              |
|                       | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>   |            |              |
|                       | 2. Test all battle lanterns for proper operation for 15 seconds? ( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:                 |   |            |              |

| <b>Crew Stateroom</b> |   | <b>Sat</b> | <b>Unsat</b> |
|-----------------------|---|------------|--------------|
| <b>A.</b>             | <b>Materiel items to be checked.</b>  |            |              |
|                       | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>  |            |              |
|                       | 2. Is there presence of condensation? <i>Reference (b)</i>  |            |              |
|                       | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>  |            |              |
|                       | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>   |            |              |
|                       | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>  |            |              |
|                       | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>   |            |              |
|                       | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>  |            |              |
|                       | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                      |            |              |
|                       | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                 |            |              |
|                       | 10. Is compartment clean and orderly? <i>Reference (d)</i>  |            |              |
| <b>B.</b>             | <b>Damage control equipment to be checked.</b>  |            |              |
|                       | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>   |            |              |
|                       | 2. Test all battle lanterns for proper operation for 15 seconds? ( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:                 |   |            |              |

| <i>Crew Stateroom</i> | <b>Sat</b> | <b>Unsat</b> |
|-----------------------|------------|--------------|
|                       |            |              |

| <i>Crew Stateroom</i>  | <b>Sat</b> | <b>Unsat</b> |
|--|------------|--------------|
| <b>A. Materiel items to be checked.</b>  |            |              |
| 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
| 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
| 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>                                       |            |              |
| 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
| 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
| 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
| 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
| 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
| 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
| 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b>  |            |              |
| 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
| 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:  |            |              |

| <i>Crew Stateroom</i>  | <b>Sat</b> | <b>Unsat</b> |
|--|------------|--------------|
| <b>A. Materiel items to be checked.</b>                        |            |              |
| 1. Are there signs of rust and corrosion? <i>Reference (b)</i> |            |              |
| 2. Is there presence of condensation? <i>Reference (b)</i>     |            |              |

| <b><i>Crew Stateroom</i></b>                      |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>                                       |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|   | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:   |  |            |              |

| <b><i>Vent Spaces</i></b>               |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
| <b>A. Materiel items to be checked.</b> |  |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i> |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                      |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                       |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>                |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>                                 |            |              |

| <b><i>Vent Spaces</i></b> |  | <b>Sat</b> | <b>Unsat</b> |
|---------------------------|--|------------|--------------|
|                           | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|                           | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|                           | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B.</b>                 | <b>Damage control equipment to be checked.</b>   |            |              |
|                           | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|                           | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:                     |  |            |              |

| <b><i>Paint Locker</i></b> |   | <b>Sat</b> | <b>Unsat</b> |
|----------------------------|---|------------|--------------|
| <b>A.</b>                  | <b>Materiel items to be checked.</b>  |            |              |
|                            | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>  |            |              |
|                            | 2. Is there presence of condensation? <i>Reference (b)</i>  |            |              |
|                            | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>        |            |              |
|                            | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                             |            |              |
|                            | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                              |            |              |
|                            | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>                       |            |              |
|                            | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>  |            |              |
|                            | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>      |            |              |
|                            | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i> |            |              |
|                            | 10. Is the compartment clean and orderly? <i>Reference (d)</i>  |            |              |
|                            | 11. Are the MSDS's in the space?  |            |              |

| <i><b>Paint Locker</b></i>                        |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 12. Is the eyewash station clean and free of debris?   |            |              |
|   | 13. Is the paint properly stowed and disposed of?  |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds?<br>( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:   |  |            |              |

| <i><b>ATON Shop</b></i>                           |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
| <b>A. Materiel items to be checked.</b>           |  |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>   |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>   |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                    |            |              |
|   | 10. Is the compartment clean and orderly? <i>Reference (d)</i>   |            |              |
|   | 11. Is the paint properly stowed and disposed of?  |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds?<br>( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:   |  |            |              |

| <i><b>ATON Shop</b></i> | <b>Sat</b> | <b>Unsat</b> |
|-------------------------|------------|--------------|
|                         |            |              |

| <i><b>Companionway</b></i>   | <b>Sat</b> | <b>Unsat</b> |
|--|------------|--------------|
| <b>A. Materiel items to be checked.</b>  |            |              |
| 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
| 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
| 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>                                       |            |              |
| 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
| 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
| 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
| 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
| 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
| 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
| 10. Is the compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| 11. Is all gear stowed correctly?  |            |              |
| <b>B. Damage control equipment to be checked.</b>  |            |              |
| 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
| 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:  |            |              |

| <i><b>Paint Locker</b></i>                                     | <b>Sat</b> | <b>Unsat</b> |
|--|------------|--------------|
| <b>A. Materiel items to be checked.</b>                        |            |              |
| 1. Are there signs of rust and corrosion? <i>Reference (b)</i> |            |              |



| <b>Paint Locker</b>                               |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>                                       |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|   | 10. Is the compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note: Light intensity should remain constant!)</b> <i>Reference (c)</i> |            |              |
| Note:   |  |            |              |

| <b>Change Room</b>                      |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
| <b>A. Materiel items to be checked.</b> |  |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i> |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                      |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                       |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>                |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>                                 |            |              |

| <b><i>Change Room</i></b>                         |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|   | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
|   | 3. Is all installed DC equipment properly marked and operational? <i>Reference (d)</i>   |            |              |
| Note:   |  |            |              |

| <b><i>Ships Office</i></b>                        |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
| <b>A. Materiel items to be checked.</b>           |  |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>                                       |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|   | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |

| <i><b>Ships Office</b></i> |   | <b>Sat</b> | <b>Unsat</b> |
|----------------------------|---|------------|--------------|
|                            | 3. Is all installed DC equipment properly marked and operational?<br><i>Reference (d)</i> |            |              |
| Note:                      |   |            |              |

| <i><b>Log Office</b></i> |  | <b>Sat</b> | <b>Unsat</b> |
|--------------------------|--|------------|--------------|
| <b>A.</b>                | <b>Material items to be checked.</b>   |            |              |
|                          | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|                          | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|                          | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>   |            |              |
|                          | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
|                          | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|                          | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|                          | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|                          | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>   |            |              |
|                          | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                    |            |              |
|                          | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B.</b>                | <b>Damage control equipment to be checked.</b>   |            |              |
|                          | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|                          | 2. Test all battle lanterns for proper operation for 15 seconds?<br>( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
|                          | 3. Is all installed DC equipment properly marked and operational?<br><i>Reference (d)</i>  |            |              |
| Note:                    |  |            |              |

| <i><b>Log Office</b></i> | <b>Sat</b> | <b>Unsat</b> |
|--------------------------|------------|--------------|
|                          |            |              |

| <i><b>Laundry Room</b></i>  | <b>Sat</b> | <b>Unsat</b> |
|---|------------|--------------|
| <b>A. Materiel items to be checked.</b>   |            |              |
| 1. Are there signs of rust and corrosion? <i>Reference (b)</i>  |            |              |
| 2. Is there presence of condensation? <i>Reference (b)</i>  |            |              |
| 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>  |            |              |
| 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>   |            |              |
| 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>  |            |              |
| 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>   |            |              |
| 7. Is the compartment properly numbered? <i>References (c) and (d)</i>  |            |              |
| 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                      |            |              |
| 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                 |            |              |
| 10. Is compartment clean and orderly? <i>Reference (d)</i>  |            |              |
| 11. Are lint traps cleaned on a regular basis?  |            |              |
| <b>B. Damage control equipment to be checked.</b>   |            |              |
| 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>   |            |              |
| 2. Test all battle lanterns for proper operation for 15 seconds? ( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| 3. Is all installed DC equipment properly marked and operational? <i>Reference (d)</i>  |            |              |
| Note:   |            |              |

| <b>Repair Locker</b> |  | <b>Sat</b> | <b>Unsat</b> |
|----------------------|--|------------|--------------|
| <b>A.</b>            | <b>Materiel items to be checked.</b>   |            |              |
|                      | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|                      | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|                      | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>                                       |            |              |
|                      | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
|                      | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|                      | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|                      | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|                      | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|                      | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|                      | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B.</b>            | <b>Damage control equipment to be checked.</b>   |            |              |
|                      | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|                      | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note: Light intensity should remain constant!)</b> <i>Reference (c)</i> |            |              |
|                      | 3. Is all installed DC equipment properly marked and operational? <i>Reference (d)</i>   |            |              |
| Note:                |  |            |              |

| <b>Mess Deck</b> |  | <b>Sat</b> | <b>Unsat</b> |
|------------------|--|------------|--------------|
| <b>A.</b>        | <b>Materiel items to be checked.</b>   |            |              |
|                  | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|                  | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|                  | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i> |            |              |
|                  | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                      |            |              |

| <b>Mess Deck</b>                                  |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|   | 9. Cleaning gear stowed away from consumables.   |            |              |
|   | 10. Watch Quarter and Station Bill posted.   |            |              |
|   | 11. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                               |            |              |
|   | 12. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
|   | 3. Is all installed DC equipment properly marked and operational? <i>Reference (d)</i>   |            |              |
| Note:   |  |            |              |

| <b>Galley</b>                           |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
| <b>A. Materiel items to be checked.</b> |  |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i> |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                      |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                       |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>                |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>                                 |            |              |

| <b>Galley</b>                                     |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|   | 10. Is the sanitation system working properly?   |            |              |
|   | 11. Is the grease trap cleaned on a regular basis?   |            |              |
|   | 12. Is the Range Guard clean and operating properly?   |            |              |
|   | 13. Is attention to cleanliness for food preparation being observed? <i>Reference (e)</i>  |            |              |
|   | 14. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
|   | 3. Is all installed DC equipment properly marked and operational? <i>Reference (d)</i>   |            |              |
| Note:   |  |            |              |

| <b>Bow Thruster Room</b>                |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
| <b>A. Materiel items to be checked.</b> |  |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i> |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                      |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                       |            |              |

| <b>Bow Thruster Room</b>                          |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 6. Are all cable runs clean and with no stowage above or attached?<br><i>Reference (h)</i>   |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>   |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                    |            |              |
|   | 10. Is the compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds?<br>( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:   |  |            |              |

| <b>Hydraulic Equipment Room</b>         |   | <b>Sat</b> | <b>Unsat</b> |
|---|---|------------|--------------|
| <b>A. Materiel items to be checked.</b> |   |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>  |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>  |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>        |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                             |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                              |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>                       |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>  |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>      |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i> |            |              |
|   | 10. Is compartment clean and orderly? <i>Reference (d)</i>  |            |              |
|   | 11. Is bilge clean and free of oil and debris? <i>References (a) and (c)</i>                                  |            |              |



| <b><i>Hydraulic Equipment Room</i></b>            |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 12. Are operating procedures for emergency equipment posted?<br><i>Reference (a)</i>   |            |              |
|   | 13. Are remote and manual securing devices operational? <i>Reference (a)</i>   |            |              |
|   | 14. Are safety guards in place around rotating or moving equipment?<br><i>Reference (a)</i>  |            |              |
|   | 15. Are safety placards conspicuously posted? <i>References (c) and (d)</i>  |            |              |
|   | 16. Are piping systems free from leaks and properly marked?<br><i>References (a) and (c)</i>   |            |              |
|   | 17. Are flexible hose tags in place and within date? <i>Reference (a)</i>  |            |              |
|   | 18. Are sight glasses clean and protected? <i>Reference (a)</i>  |            |              |
|   | 19. Is machinery free from oil, fuel and water leaks? <i>Reference (a)</i>   |            |              |
|   | 20. Are deck plates secured to the deck with at least two fasteners?<br><i>Reference (a)</i>   |            |              |
|   | 21. Is flange shielding in place around high pressure and fuel lines?<br><i>Reference (a)</i>  |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds?<br>( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
|   | 3. Is all installed DC equipment properly marked and operational?<br><i>Reference (d)</i>  |            |              |
| Note:   |  |            |              |

| <b><i>Cargo Hold</i></b>                |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
| <b>A. Materiel items to be checked.</b> |  |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i> |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                      |            |              |

| <b><i>Cargo Hold</i></b>                          |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>References (h)</i>   |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|   | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
|   | 3. Is all installed DC equipment properly marked and operational? <i>Reference (d)</i>   |            |              |
| Note:   |  |            |              |

| <b><i>Passage</i></b>                   |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
| <b>A. Materiel items to be checked.</b> |  |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>   |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                        |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                         |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>                  |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>                                   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i> |            |              |

| <i><b>Passage</b></i> |   | <b>Sat</b> | <b>Unsat</b> |
|-----------------------|---|------------|--------------|
|                       | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                 |            |              |
|                       | 10. Is compartment clean and orderly? <i>Reference (d)</i>  |            |              |
| <b>B.</b>             | <b>Damage control equipment to be checked.</b>  |            |              |
|                       | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>   |            |              |
|                       | 2. Test all battle lanterns for proper operation for 15 seconds? ( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:                 |   |            |              |

| <i><b>Storeroom</b></i> |   | <b>Sat</b> | <b>Unsat</b> |
|-------------------------|---|------------|--------------|
| <b>A.</b>               | <b>Materiel items to be checked.</b>  |            |              |
|                         | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>  |            |              |
|                         | 2. Is there presence of condensation? <i>Reference (b)</i>  |            |              |
|                         | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>  |            |              |
|                         | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>   |            |              |
|                         | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>  |            |              |
|                         | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>   |            |              |
|                         | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>  |            |              |
|                         | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                      |            |              |
|                         | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                 |            |              |
|                         | 10. Is compartment clean and orderly? <i>Reference (d)</i>  |            |              |
| <b>B.</b>               | <b>Damage control equipment to be checked.</b>  |            |              |
|                         | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>   |            |              |
|                         | 2. Test all battle lanterns for proper operation for 15 seconds? ( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:                   |   |            |              |

| <i>Storeroom</i> | <b>Sat</b> | <b>Unsat</b> |
|------------------|------------|--------------|
|                  |            |              |

| <i>Machine Shop</i>  | <b>Sat</b> | <b>Unsat</b> |
|--|------------|--------------|
| <b>A. Materiel items to be checked.</b>  |            |              |
| 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
| 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
| 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>                                       |            |              |
| 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
| 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
| 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
| 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
| 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
| 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
| 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b>  |            |              |
| 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
| 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note: Light intensity should remain constant!)</b> <i>Reference (c)</i> |            |              |
| 3. Is all installed DC equipment properly marked and operational? <i>Reference (d)</i>   |            |              |
| Note:  |            |              |
|  |            |              |

| <i>Engineer Storeroom</i>               | <b>Sat</b> | <b>Unsat</b> |
|---|------------|--------------|
| <b>A. Materiel items to be checked.</b> |            |              |

| <b>Engineer Storeroom</b> |  | <b>Sat</b> | <b>Unsat</b> |
|---------------------------|--|------------|--------------|
|                           | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|                           | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|                           | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>                                       |            |              |
|                           | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
|                           | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|                           | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|                           | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|                           | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|                           | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|                           | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B.</b>                 | <b>Damage control equipment to be checked.</b>   |            |              |
|                           | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|                           | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note: Light intensity should remain constant!)</b> <i>Reference (c)</i> |            |              |
|                           | 3. Is all installed DC equipment properly marked and operational? <i>Reference (d)</i>   |            |              |
| Note:                     |  |            |              |

| <b>Potable Water Equipment Room</b> |  | <b>Sat</b> | <b>Unsat</b> |
|-------------------------------------|--|------------|--------------|
| <b>A.</b>                           | <b>Materiel items to be checked.</b>   |            |              |
|                                     | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|                                     | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|                                     | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i> |            |              |
|                                     | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                      |            |              |

| <b>Potable Water Equipment Room</b>               |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                |            |              |
|   | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note: Light intensity should remain constant!)</b> <i>Reference (c)</i> |            |              |
| Note:   |  |            |              |

| <b>Engineering Control Center</b>       |   | <b>Sat</b> | <b>Unsat</b> |
|---|---|------------|--------------|
| <b>A. Materiel items to be checked.</b> |   |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>  |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>  |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>        |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                             |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                              |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>                       |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>  |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>      |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i> |            |              |
|   | 10. Is compartment clean and orderly? <i>Reference (d)</i>  |            |              |

| <b>Engineering Control Center</b> |  | <b>Sat</b> | <b>Unsat</b> |
|-----------------------------------|--|------------|--------------|
| <b>B.</b>                         | <b>Damage control equipment to be checked.</b>   |            |              |
|                                   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|                                   | 2. Test all battle lanterns for proper operation for 15 seconds?<br>( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
|                                   | 3. Is all installed DC equipment properly marked and operational?<br><i>Reference (d)</i>  |            |              |
| Note:                             |  |            |              |

| <b>Electric Shop</b> |  | <b>Sat</b> | <b>Unsat</b> |
|----------------------|--|------------|--------------|
| <b>A.</b>            | <b>Materiel items to be checked.</b>   |            |              |
|                      | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|                      | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|                      | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>   |            |              |
|                      | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
|                      | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|                      | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|                      | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|                      | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>   |            |              |
|                      | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                    |            |              |
|                      | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B.</b>            | <b>Damage control equipment to be checked.</b>   |            |              |
|                      | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|                      | 2. Test all battle lanterns for proper operation for 15 seconds?<br>( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
| Note:                |  |            |              |

| <i><b>Electric Shop</b></i> | <b>Sat</b> | <b>Unsat</b> |
|-----------------------------|------------|--------------|
|                             |            |              |

| <i><b>Engine Room</b></i>   | <b>Sat</b> | <b>Unsat</b> |
|---|------------|--------------|
| <b>A. Materiel items to be checked.</b>   |            |              |
| 1. Are there signs of rust and corrosion? <i>Reference (b)</i>  |            |              |
| 2. Is there presence of condensation? <i>Reference (b)</i>  |            |              |
| 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>        |            |              |
| 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                             |            |              |
| 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                              |            |              |
| 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>                       |            |              |
| 7. Is the compartment properly numbered? <i>References (c) and (d)</i>  |            |              |
| 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>      |            |              |
| 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i> |            |              |
| 10. Is compartment clean and orderly? <i>Reference (d)</i>  |            |              |
| 11. Exhaust lagging in place and no visible leaks? <i>Reference (a)</i>                                       |            |              |
| 12. Are critical gage calibration stickers in place and within date? <i>Reference (a)</i>                     |            |              |
| 13. Is bilge clean and free of oil and debris? <i>References (a) and (c)</i>                                  |            |              |
| 14. Are operating procedures for emergency equipment posted? <i>Reference (a)</i>                             |            |              |
| 15. Are remote and manual securing devices operational? <i>Reference (a)</i>                                  |            |              |
| 16. Are safety guards in place around rotating or moving equipment? <i>Reference (a)</i>                      |            |              |
| 17. Are safety placards conspicuously posted? <i>References (c) and (d)</i>                                   |            |              |
| 18. Are piping systems free from leaks and properly marked? <i>References (a) and (c)</i>                     |            |              |
| 19. Are flexible hose tags in place and within date? <i>Reference (a)</i>                                     |            |              |
| 20. Are sight glasses clean and protected? <i>Reference (a)</i>   |            |              |



| <b><i>Engine Room</i></b>                         |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 21. Is machinery free from oil, fuel and water leaks? <i>Reference (a)</i>   |            |              |
|   | 22. Are deck plates secured to the deck with at least two fasteners? <i>Reference (a)</i>  |            |              |
|   | 23. Is flange shielding in place around high pressure and fuel lines? <i>Reference (a)</i>   |            |              |
|   | 24. Are the trash and dirty oil rag bins emptied daily? <i>Reference (a)</i>   |            |              |
|   | 25. Are all flammable materials properly stowed? <i>Reference (a)</i>  |            |              |
|   | 26. Is all stowed material free from heat sources? <i>Reference (a)</i>  |            |              |
|   | 27. Are breaker panels properly covered, labeled and in good condition? <i>Reference (g)</i>   |            |              |
|   | 28. Are traffic, exit arrows, and extinguisher markings photoluminescent? (NOTE: No photoluminescent paint should be applied on the extinguishers!) <i>Reference (d)</i> |            |              |
|   | 29. Is all required Personal Protection Equipment available and in good working condition? <i>References (a) and (b)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds? (Note: Light intensity should remain constant!) <i>Reference (c)</i>                                    |            |              |
|   | 3. Is all installed DC equipment properly marked and operational? <i>Reference (d)</i>   |            |              |
| Note:   |  |            |              |

| <b><i>Pump Room</i></b>                 |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
| <b>A. Materiel items to be checked.</b> |  |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i>   |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>   |            |              |
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i> |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>                      |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>                       |            |              |

| <b>Pump Room</b>                                  |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 6. Are all cable runs clean and with no stowage above or attached?<br><i>Reference (h)</i>   |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>   |            |              |
|   | 9. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                                    |            |              |
|   | 10. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
|   | 11. Is bilge clean and free of oil and debris? <i>References (a) and (c)</i>   |            |              |
|   | 12. Are operating procedures for emergency equipment posted?<br><i>Reference (a)</i>   |            |              |
|   | 13. Are remote and manual securing devices operational? <i>Reference (a)</i>   |            |              |
|   | 14. Are safety guards in place around rotating or moving equipment?<br><i>Reference (a)</i>  |            |              |
|   | 15. Are safety placards conspicuously posted? <i>References (c) and (d)</i>  |            |              |
|   | 16. Are piping systems free from leaks and properly marked?<br><i>References (a) and (c)</i>   |            |              |
|   | 17. Is machinery free from oil, fuel and water leaks? <i>Reference (a)</i>   |            |              |
|   | 18. Are deck plates secured to the deck with at least two fasteners?<br><i>Reference (a)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds?<br>( <b>Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
|   | 3. Is all installed DC equipment properly marked and operational?<br><i>Reference (d)</i>  |            |              |
| Note:   |  |            |              |

| <b>Propulsion Thruster Room</b>         |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
| <b>A. Materiel items to be checked.</b> |  |            |              |
|   | 1. Are there signs of rust and corrosion? <i>Reference (b)</i> |            |              |
|   | 2. Is there presence of condensation? <i>Reference (b)</i>     |            |              |

| <b><i>Propulsion Thruster Room</i></b>            |  | <b>Sat</b> | <b>Unsat</b> |
|---|--|------------|--------------|
|   | 3. Is the overhead or bulkhead insulation and lagging adhering properly? <i>References (c) and (d)</i>                                       |            |              |
|   | 4. Is the overhead or bulkhead lagging cut or torn? <i>References (c) and (d)</i>  |            |              |
|   | 5. Is all electrical lighting covered and working? <i>References (c) and (d)</i>   |            |              |
|   | 6. Are all cable runs clean and with no stowage above or attached? <i>Reference (h)</i>  |            |              |
|   | 7. Is the compartment properly numbered? <i>References (c) and (d)</i>   |            |              |
|   | 8. Are the CCOLs permanently and conspicuously posted in compartment area? <i>References (a) and (c)</i>                                     |            |              |
|   | 9. Are piping systems free from leaks and properly marked? <i>References (a) and (c)</i>   |            |              |
|   | 10. Is machinery free from oil, fuel and water leaks? <i>Reference (a)</i>   |            |              |
|   | 11. Is bilge clean and free of oil and debris? <i>References (a) and (c)</i>   |            |              |
|   | 12. Are operating procedures for emergency equipment posted? <i>Reference (a)</i>  |            |              |
|   | 13. Are remote and manual securing devices operational? <i>Reference (a)</i>   |            |              |
|   | 14. Are safety guards in place around rotating or moving equipment? <i>Reference (a)</i>   |            |              |
|   | 15. Are safety placards conspicuously posted? <i>References (c) and (d)</i>  |            |              |
|   | 16. Are deck plates secured to the deck with at least two fasteners? <i>Reference (a)</i>  |            |              |
|   | 17. Are all CCOLs properly itemized and do they list all DC classified fittings? <i>References (a) and (c)</i>                               |            |              |
|   | 18. Is compartment clean and orderly? <i>Reference (d)</i>   |            |              |
| <b>B. Damage control equipment to be checked.</b> |  |            |              |
|   | 1. Is all portable DC equipment properly marked? <i>Reference (d)</i>  |            |              |
|   | 2. Test all battle lanterns for proper operation for 15 seconds? <b>(Note:</b> Light intensity should remain constant!) <i>Reference (c)</i> |            |              |
|   | 3. Is all installed DC equipment properly marked and operational? <i>Reference (d)</i>   |            |              |
| Note:   |  |            |              |