



Afloat
Auxiliary
Checklist

UPDATED APRIL 2026

SAFETY REVIEW ITEMS - Auxiliary

HOT WATER SYSTEM

ARE DOMESTIC HOT WATER HEATER THERMOSTATS SET TO THE CORRECT TEMPERATURE AND OPERATING PROPERLY ARE HOT WATER HEATER SAFETY DEVICES (SHUT DOWN) IN GOOD WORKING ORDER?

REF:
GSO 532
NSTM 533

REFRIGERATION

IS PARASENSE REFRIGERANT LEAK MONITORING SYSTEM OPERATIONAL?

REF:
PMS MIP 4361

ARE PRESSURIZED BOTTLES STORED PROPERLY? IS EACH INDIVIDUAL CYLINDER GRADE B SHOCK MOUNTED AND SECURELY FASTENED?

REF:
NSTM 670
GSO 671 C
NSTM 550

POTABLE WATER

ARE HOSES USED TO TAKE ON POTABLE WATER LABELED "POTABLE WATER ONLY" EVERY 10 FEET? ARE POTABLE WATER HOSES AND FITTINGS STOWED PROPERLY AND POTABLE WATER DECK LOCKERS VERMIN PROOF/LOCKED, LABELED "POTABLE WATER HOSE" (INSTALLED 18 INCHES ABOVE THE DECK WITH DISINFECTING INSTRUCTIONS POSTED)?

REF:
NSTM 533
NSTM 505
GSO 532 C
GSO 671

DIESEL ENGINES

ARE DIESEL ENGINE CRANKCASE COVERS IN SATISFACTORY CONDITION (GASKETS AND SEALS NO SIGNS OF LEAKS)?

REF:
NSTM 233

IS THERE AN AIR-BREAK BETWEEN THE JACKET WATER SYSTEM EXPANSION TANK AND THE POTABLE WATER SYSTEM IAW?

REF:
GSO 532 B

IS THE JACKET WATER / KEEP WARM / SPACE HEATER OPERATIONAL, WHEN DIESEL ENGINES ARE SECURED?

REF:

EOSS

ENGINE SHUTDOWN

ARE REMOTE-OPERATED SHUTDOWN DEVICES LABELED AND PROPERLY GUARDED?

REF:

GSO 502 C

ARE WIRE CABLES SECURED WITH THE PROPER ATTACHMENTS (U-BOLTS) AND ARE CABLES IN PROPER CONDITION?

REF:

NSTM 613

STEERING CHARTS AND DIAGRAMS

ARE STEERING SYSTEM OPERATING CHARTS AND PIPING DIAGRAMS POSTED? IS AN ELECTRICAL WIRING AND LUBRICATION CHART FOR THE STEERING SYSTEM POSTED?

REF:

NSTM 562

GSO 561

ARE EMERGENCY STEERING PROCEDURES AVAILABLE IN AFT STEERING FROM EOP/EOCC?

REF:

EOP/EOCC

STEERING GEAR

ARE STEEL CRUSHING BLOCKS PROVIDED AND IN SATISFACTORY MATERIAL CONDITION? DO COPPER BLOCKS SHOW EVIDENCE OF BEING STRUCK?

REF:

NSTM 562

ARE RATCHET WRENCHES AVAILABLE.

REF:

NSTM 562

IS THE STEERING HYDRAULIC SYSTEM FREE OF LEAKS?

REF:
NSTM 562

IS THERE EXCESSIVE PITTING OR CORROSION ON THE RAM SURFACES?

REF:
NSTM 562

ELEVATORS

IS THERE COMMUNICATION BETWEEN ALL LEVELS? ARE NON-SLIP TREADS OR DECK COVERING INSTALLED ON THE DECK IN MACHINERY ROOM? IS PROTECTIVE CLOTHING AVAILABLE FOR SYNTHETIC HYDRAULIC FLUID? ARE THERE LEAKS IN THE HYDRAULIC SYSTEM?

REF:
NSTM 634
NSTM 772
NSTM 670
NSTM 556

PACKAGE CONVEYOR

ARE CONVEYOR DOORS AND CONTROLLERS LOCKED WHEN NOT IN USE? DO ACCESS DOORS OPEN AT LEAST 90 DEGREES AND IS A LATCHING MECHANISM PROVIDED TO HOLD THE DOOR IN THE OPEN POSITION? IS THE TWO MAN RULE POSTED AT EACH LOAD-UNLOAD LEVEL? IS THERE COMMUNICATION BETWEEN EACH LEVEL? ARE SAFETY LIMIT SWITCHES IN GOOD MATERIAL CONDITION AND OPERATING PROPERLY? ARE RUN-STOP AND EMERGENCY STOP PUSH BUTTONS IN PLACE? IS SAFETY SHIELD IN PLACE AND PROPERLY INSTALLED AT EACH LOAD/UNLOAD STATION?

REF:
NSTM 572
NSTM 572

(DDG 51 CLASS) IS THE VERTICAL PACKAGE CONVEYOR TAGGED OUT AND PLACED IN PERMANENT LAY-UP?

REF:
COMNAVSURFOR MESSAGE 271629Z DEC 13

FOOD SERVICE AREAS

ARE DISHWASHING MACHINE THERMOMETERS CALIBRATED?

REF:
SHIPS CRL

STEAM JACKETED KETTLES

IS STEAM AT INLET LESS THAN 45 PSI? IS A PRESSURE GAUGE PROVIDED AND AN 18"

PULL CHAIN ACTUATED SAFETY RELIEF VALVE PROPERLY MOUNTED AND OPERATIONAL ON THE STEAM OPERATED KETTLE? ARE RELIEF VALVES HYDROSTATICALLY TESTED? IS THE DISCHARGE PIPE FROM RELIEF VALVE OUTLET EXTENDED DOWN JUST INSIDE THE DECK COAMING?

REF:
GSO 651 C
PMS MIP 6511
GSO 505 E
NSTM 651

LAUNDRY, GENERAL

IS THE TUMBLER DRYER PRIMARY LINT FILTER PROPERLY INSTALLED, FREE OF RIPS AND TEARS AND CLEANED EVERY TWO HOURS OF OPERATION? IS A SECONDARY LINT FILTER PROVIDED BETWEEN LAUNDRY DRYERS AND SHIPS VENTILATION EXHAUST DUCTINGS? IS COAMING PROVIDED AROUND WASHER-EXTRACTORS? IS NAVSEA 1995/93 PREVENTING LAUNDRY FIRES (S/N 0118-LF981-660) POSTED?

REF:
NSTM 655
GSO 655 B
OPNAVINST 5100.19

SWITCHES AND INTERLOCKS

IS WASHER/EXTRACTOR ELECTRIC ACTIVATED DOOR INTERLOCK OPERATIONAL?

REF:
NSTM 655
PMS MIP 6554

IS THERE AN EMERGENCY STOP BUTTON LOCATED ON THE FRONT OF THE MACHINE WITHIN AN ACCESSIBLE AREA?

REF:
NSTM 655

LAUNDRY PRESSES

ARE LAUNDRY PRESS TWO-HAND AIR ACTIVATED CONTROL VALVES OPERATIONAL?

REF:
NSTM 655

IS THE FLEXIBLE HOSE FROM THE LAUNDRY PRESS HEAD VENTILATION HOOD TO THE EXHAUST DUCTWORK CONNECTED AND IN GOOD CONDITION AND VENTILATION OPERATIONAL (NOT TORN, TWISTED OR RIPPED)?

REF:
NSTM 655

DECK PLATES AND GRATING

ARE DECK PLATES FIRMLY FASTENED WITH A MINIMUM FASTENERS REQUIRED (1.25 FASTENERS PER SQUARE FOOT OF PLATE BUT NO LESS THAN TWO AND INSTALLED ON DIAGONALLY OPPOSITE SIDES?

REF:

NAVSEA DWG 803-1340709 NOTE (1)

INSTRUCTIONS AND SAFETY PRECAUTIONS

ARE REQUIRED WARNING, CAUTION, OPERATING, AND INSTRUCTION PLATES AND CHARTS POSTED TO MINIMIZE THE POSSIBILITY OF INJURY TO PERSONNEL OR DAMAGE MACHINERY, EQUIPMENT OR SYSTEMS?

REF:

NSTM 090

GSO 602 H

NAVSHIPS DWG 805-1640412

ARE IDENTIFICATION PLATES INDICATING MAXIMUM ALLOWABLE LOADS OR TEST DATA INSTALLED? ARE CHAIN HOISTS WEIGHT TESTED AND TAGGED?

REF:

GSO 602 G

PMS MIP 6645

ARE THE ENGINEERING APPROVED OPERATIONAL PROCEDURES IN USE (EOSS, SDOSS, AFOSS, BOSS, DOSS)? ARE THERE ANY VIOLATIONS FOUND?

REF:

EDORM 3540.3

SYSTEM AND EQUIPMENT MONITORING

ARE LIQUID COLUMN SIGHT GLASS PROTECTIVE GUARDS PROPERLY INSTALLED?

REF:

NAVSHIPS DRWG 803-2145532

GSO 504 K

ARE CRITICAL AND NON-CRITICAL GAGES AND DETROIT SWITCHES CALIBRATED IAW SHIP'S CRL AND IN GOOD CONDITION (NOT CRACKED, BROKEN OR CORRODED)?

REF:

NSTM 504

PMS MIP 9802

SHIP CRL

GSO 504 Q

PUMPS AND AUXILIARY MACHINERY

ARE MACHINERY FOUNDATIONS IN SATISFACTORY CONDITION (FREE OF CRACKS AND BASE METAL DETERIORATION FROM CORROSION AND MECHANICAL JOINTS TIGHTENED)? ARE BILGES EXCESSIVELY CORRODED?

REF:

GSO 100 F

PMS MIP 6300

ARE COUPLING GUARDS INSTALLED ON ROTATING MACHINERY? ARE COUPLING GUARDS PAINTED RED?

REF:

OPNAVINST 5100.19

GSO 070 H

FLEXIBLE HOSES

ARE FLEXIBLE HOSE ASSEMBLIES PROPERLY INSTALLED; FREE OF TWIST BETWEEN FITTINGS, PROPERLY SUPPORTED AGAINST RESILIENTLY MOUNTED EQUIPMENT TO PREVENT CHAFING, FREE OF EXCESSIVE SAG OR UNDUE STRESS? ARE FLEXIBLE HOSES PROPERLY IDENTIFIED WITH A NONCORROSIVE METAL TAG? ARE FLEXIBLE HOSES INSTALLED WITH REMOVABLE LAGGING PADS? DO FLEXIBLE HOSES HAVE MORE THAN 10% OF SURFACE AREA COVERED IN PAINT? ARE FLEXIBLE HOSES EXCESSIVELY SOFT?

REF:

NSTM 631

NAVSEA S6430-AE-TED-010 VOL.1 (SECTION 8.5, 9, 9.J, 10.J AND 10.O)

PMS MIP 5000

Escape Trunks

ARE ESCAPE TRUNKS FREE OF OBSTRUCTIONS?

REF:

OPNAVINST 5100.19

DOES ESCAPE TRUNK BALANCE JOINER DOOR FULLY OPERATIONAL? ALL LIGHTS WORKING AND ALL EMERGENCY LIGHTING OPERATIONAL?

REF:

EDORM

NAVSEA DWG 804-5184129

NSTM 330

PMS MIP 6241/002

ARE LABEL PLATES INSTALLED ON TOP OF ESCAPE SCUTTLES INSCRIBED WITH 1-INCH RED LETTERS THAT STATE "ESCAPE SCUTTLE DO NOT OBSTRUCT OR BLOCK"?

REF:

NAVSHIPS DRWG 805-1640412

LAGGING/INSULATION

IS LAGGING/INSULATION ADEQUATE AND IN SATISFACTORY CONDITION (SEAM INTACT AND TAPED/PIN/STUDS SECURE/NOT SOAKED IN OIL)?

REF:

NSTM 635 (SECTIONS 2 AND 3)

PIPING AND SPRAY SHIELDS

ARE LUBE OIL AND FUEL OIL PIPING FLANGE SHIELDS OF CORRECT MATERIAL?

REF:

NSTM 505

NAVSEA DRAWING 803-2145518

NSTM 233

ARE FLANGE SHIELDS PROPERLY INSTALLED?

REF:

NSTM 505

ARE PIPING SYSTEMS ADEQUATELY LABELED AND COLOR CODED?

REF:

NSTM 505 (TABLE 505-7-1)

ARE PIPING SUPPORT DEVICES PROPERLY MAINTAINED?

REF:

NAVSHIPS DWG 804-1385781

NSTM 505

ARE FLAMMABLE AND NON-FLAMMABLE SYSTEMS LEAK TIGHT (NO VISIBLE EVIDENCE OF LEAK)?

REF:

NSTM 505

IS LAGGING/INSULATION ADEQUATE AND IN SATISFACTORY CONDITION (SEAM INTACT AND TAPED/PIN/STUDS SECURE/NOT SOAKED IN OIL)?

REF:

NSTM 635 (SECTIONS 2 AND 3)

VALVE/VALVE OPERATORS/ RELIEF VALVES

ARE REMOTE-OPERATED VALVES OPERATIONAL AND PROPERLY ATTACHED?

REF:

NSTM 505

ARE VALVE HANDWHEELS PROPERLY SECURED, LABELED, AND COLOR CODED?

REF:

NSTM 505

NAVSEA S0400-AD-URM-010/TUM

ARE RELIEF VALVES PROPERLY LABELED (METAL TAGS PROVIDED TO INDICATE SHIP NAME AND HULL NUMBER, DATE OF LIFT TEST, LIFTING PRESSURE, VALVE NUMBER OR IDENTIFICATION?)

REF:
NSTM 505

PIPING SYSTEMS

ARE PIPING SYSTEMS ADEQUATELY LABELED?

REF:
NSTM 505 table 505-7-1

ARE PIPING SYSTEMS PROPERLY COLOR CODED?

REF:
NSTM 505 table 505-7

ARE PIPING SUPPORT DEVICES PROPERLY MAINTAINED?

REF:
NAVSHIPS DWG 804-1385781
GSO 505
NSTM 505
PMS MIP 6200

IS THERE EVIDENCE OF FLAMMABLE SYSTEM LEAKS?

REF:
NSTM 505
PMS MIP 6200

ARE NON-FLAMMABLE SYSTEMS LEAK TIGHT?

REF:
NSTM 505
PMS MIP 6200

RELIEF VALVES

DO RELIEF VALVES APPEAR TO BE IN GOOD WORKING ORDER (FREE OF BROKEN SPRINGS, LEAKING, BENT STEMS OR CORROSION)?

REF:
NSTM 505

ARE RELIEF VALVES EQUIPPED WITH DISCHARGE PIPING THAT DOES NOT STRESS THE VALVE BODY AND DISCHARGES WHERE IT DOES NOT CREATE A HAZARD TO PERSONNEL OR

EQUIPMENT?

REF:

NSTM 505

GSO 505 E

ARE METAL TAGS PROVIDED TO INDICATE SHIP NAME AND HULL NUMBER, DATE OF LIFT TEST, LIFTING PRESSURE, VALVE NUMBER OR IDENTIFICATION AND NAME OF REPAIR FACILITY?

REF:

NSTM 505

GSO 505 H

EDUCTORS AND BILGE DRAINAGE

ARE SUCTION STRAINERS INSTALLED AND IN OVERALL GOOD CONDITION WITH NO SIGNS OF DENTS, GOUGES, CORROSION, BLOCKAGES OR LARGE HOLES?

REF:

GSO 529 J

NSTM 505

IS THERE A MINIMUM OF ONE SPACE SUCTION VALVE WHICH IS OPERABLE FROM THE DAMAGE CONTROL DECK?

REF:

GSO 529 J

ARE ACTUATING PRESSURE AND SUCTION PRESSURE GAGES PRESSURIZED?

REF:

NSTM 505

GSO 529 H

MIP 5290

ARE BILGES CONTAMINATED WITH OIL, FUEL OR TRASH?

REF:

EDORM 3540.3