Australian Government
Australian Maritime Safety Authority

SHIP INITIAL INSPECTION CHECKLIST

Port State Control

Ship name

Port of inspection

Date

/ /20

Inspector

Signature

SHIPSYS MOBILE USERS ONLY

INSPECTION TIMES

Initial inspection	Date	Time
Commenced initial inspection	/ /20	
Completed initial inspection	/ /20	

Detailed inspection	Date	Time
Commenced detailed inspection	/ /20	
Completed detailed inspection	/ /20	

GENERAL DETAILS

Owner (record owner's name from ship's registration papers or C.S.R)		IMO registered owner number	Country
Charterer	P&I club	Agent	
Last special survey (dd/mm/yyyy)	Port of registry	Type of cargo	
Master advises that all equipment is operating satisfactorily and that the vessel is seaworthy YES / NO		Master's signature	
Comments			
Scheduled departure date / /20	Time	Next port	ETA next port

CREW QUALIFICATIONS

(Place a ✓ against the applicable certificates)

Rank	**Valid CoC** The Certificate of Competency (CoC) kept on board, must be an original with an English translation included	**Valid Flag Endorsement** The flag State must recognise any certificate issued by another party to any officer serving under its flag	**Tanker Endorsement** Tanker endorsements or certificates are required for officers and certificates for ratings assigned specific duties related to cargo operations to show compliance with (Reg V/1-1 and V/1-2)	The minimum requirement for a vessel operating in sea area A3, is for one navigating officer to hold a valid GMDSS GOC and all others to hold valid GMDSS ROC certificates
Master >500 GT	II/2 ☐	☐	V[1] ☐	GOC/ROC ☐
Chief Officer >500 GT	II/2 ☐	☐	V[1] ☐	GOC/ROC ☐
Officer NW	II/1 ☐	☐	V ☐	GOC/ROC ☐
Ratings NW	II/4 ☐		V ☐	
C/Engineer >3000 kW	III/2 ☐	☐	V[1] ☐	
2/Engineer	III/2 ☐	☐	V[1] ☐	
Officer EW	III/1 ☐	☐	V ☐	
Rating EW	III/4 ☐		V ☐	

[1]Masters, Chief Engineers, Chief Officers and Second Engineers and any other person with immediate responsibility for loading, discharge and care in transit and handling of cargo require a tanker endorsement to show compliance with Reg V/1-1 and V/1-2.

DOCUMENTATION

(Place a ✓ against the applicable items inspected)

- ☐ Appropriate cargo documentation
- ☐ Appropriate cargo publications
- ☐ Approved stability information
- ☐ Cargo Gear Record Book
- ☐ Cargo Record Book
- ☐ Cargo securing manual
- ☐ Continuous Synopsis Record
- ☐ Document of Authorisation (Grain)
- ☐ Document of Compliance (Dangerous Goods)
- ☐ Documented Safety Management System
- ☐ Enhanced survey report
- ☐ Evidence of annual test of 406 EPIRB/VDR/AIS
- ☐ Garbage management plan/record book
- ☐ International Civil Liability Insurance Certificate (Bunkers/oil pollution)
- ☐ Last PSC report
- ☐ LRIT conformance test report
- ☐ MASTREP Book
- ☐ Official log book entries, records of drills etc
- ☐ Oil Record Book(s)
- ☐ P&A Manual (Chemical Tankers)
- ☐ P&I Insurance (Certificate of Entry)
- ☐ REEFVTS Users Guide
- ☐ Ship type appropriate for the cargo
- ☐ Shore based radio equipment maintenance agreement
- ☐ SOPEP / SMPEP / SEEMP
- ☐ Survey report file

AREA 1 - EXTERNAL HULL & PRE-BOARDING		**INSPECTED ITEMS DETAILS/NOTES**
1.1	Hull Condition Port/Starboard* Side Alongside	☐
1.2	Hull Markings	☐
1.3	Accommodation Ladder & Side Netting	☐
AREA 2 - HOURS OF REST AND FATIGUE		
2.1	Watchkeeping schedule posted (in an easily accessible area)	☐
2.2	Rest periods comply with STCW requirements	☐
2.3	Rest periods reflect actual hours worked	☐
2.4	Watchkeepers on first and subsequent watch sufficiently rested	☐
2.5	No issues with the navigation plan/equipment that may compromise watchkeepers ability to perform effectively	☐
AREA 3 - ISM CODE		
3.1	Designated Person Ashore Defined	☐
3.2	Master's Review of ISM System	☐
3.3	Manuals. Audit Reports and Document Control	☐
3.4	Documented Emergency Procedures	☐
AREA 4 – WHEELHOUSE		
4.1	**Voyage Plan and Publications**	☐
4.2	Navigational Aids	☐
4.3	Compass and Compass Deviation Records	☐
4.4	Fire Detection Panel	☐
4.5	Navigation Light Panel	☐
4.6	BNWAS	☐
AREA 5 - RADIO		
5.1	Correct MSI Reception	☐
5.2	MF / HF DSC Radiotelephony GMDSS equipment tested on batteries Yes/No*	☐
5.3	SART Inspection	☐
5.4	Portable VHF Inspection	☐
AREA 6 - MONKEY ISLAND		
6.1	Masts & Attachments	☐
6.2	Vent Closures	☐
6.3	**Standard Compass**	☐
6.4	**Antenna Inspection**	☐
AREA 7 - EXTERNAL SUPERSTRUCTURE & DECK		
7.1	Accommodation Vent Closures	☐
7.2	Battery Room	☐
7.3	**EPIRB**	☐
7.4	**Battery Inspection**	☐
7.5	Weather Doors/Frames	☐
7.6	Hydrants/Hoses/Nozzles	☐
7.7	**Engine Room Dampers** Identify which (if any) dampers were inspected and/or tested (e.g. port forward, stbd aft etc)	☐
7.8	External Accommodation Ladders	☐
7.9	**Emergency Power Source** Source - Batteries/Emergency Generator* (no blackout) - sequence test carried out Yes/No*	☐
7.10	**Funnel Damper Operation** Identify funnel dampers/closures which were inspected and/or tested (if any) (e.g. aft funnel, funnel top trapdoor etc)	☐
7.11	Man-Overboard Light/Smoke	☐
7.12	Fire Control Plan outside accommodation	☐
7.13	Lifebuoy/Lines/Lights	☐
7.14	Paint Locker	☐

**Delete as appropriate*

AREA 8 - BOAT DECK

8.1 Boat Preparation & Overside Lights ☐
8.2 Launching Instructions ☐
8.3 Embarkation Ladder ☐

AREA 9 - SURVIVAL CRAFT

9.1 Stowage Release & Launching Arrangements ☐
Identify which (if any) boats inspected (port/starboard/free-fall)
9.2 Lifeboat/Rescue Boat Hull/Attachments ☐
9.3 Lifeboat/Rescue Boat Equipment ☐
9.4 Lifeboat/Rescue Boat Engine ☐
Identify which (if any) boats (e.g. port, starboard, free-fall) and indicate if engine and clutch tests carried out on each
9.5 Operational Readiness ☐
9.6 Life Rafts & Liferaft Securing Arrangement ☐

AREA 10 - MAIN DECKS

10.1 Load Line Closing Devices ☐
Identify which (if any) devices inspected/tested
10.2 Crew Protection ☐
10.3 Deck Structures & Machinery ☐
10.4 Mooring Arrangement (winches/ropes/wires) ☐
10.5 Pilot Boarding Arrangements ☐
10.6 Fire Main Condition ☐

AREA 11 - FIXED FIRE EXTINGUISHING SYSTEM

11.1 Type of System Fitted CO_2 / Foam / Dry - Powder / Hypermist*
11.1 Operating Instructions ☐
11.2 Overall Condition ☐

AREA 12 - EMERGENCY FIRE PUMPS

12.1 Emergency Fire Pump ☐
If tested - method of test
12.2 Engine Room Fire Main Isolating Valve ☐

AREA 13 - STEERING GEAR FLAT

13.1 Change Over Instructions ☐
13.2 Emergency Steering ☐
13.3 Overall Condition ☐
13.4 Communications to Wheelhouse ☐

AREA 14 - ENGINE ROOM

14.1 Valves, Piping and Fittings ☐
14.2 Engine Room Doors ☐
14.3 Fire Appliances ☐
14.4 Means of Escape (EEBD) ☐
14.5 Electrical Safety ☐
14.6 Bilges/Tank Top Cleanliness ☐
14.7 Self Closing Cocks/Valves ☐

AREA 15 - POLLUTION PREVENTION

15.1 Oil Filtering & Associated Equipment ☐
15.2 Garbage Arrangements ☐
15.3 Sewage Pollution Prevention ☐
15.4 Air Pollution Prevention ☐

AREA 16 - ACCOMMODATION/CATERING

16.1 Cleanliness/Hygiene ☐
16.2 Sanitary Arrangements ☐
16.3 Mess & Recreation Facilities ☐
16.4 Food & Food Storage ☐
16.5 Fire Fighting Arrangements ☐
16.6 Overall Condition ☐
16.7 Fire Dampers ☐

**Delete as appropriate*

INSPECTED ITEMS DETAILS/NOTES

AREA17 - FIRE CONTROL STATION

17.1 Fireman's Outfit ☐

17.2 Remote Stops/Fuel Shutoffs ☐
Identify which (if any) tested (individual or group)

17.3 International Shore Connection ☐

17.4 Fixed Fire Suppression System Controls ☐

AREA 18 - ADDITIONAL FOR PASSENGER SHIPS

18.1 Emergency Plans ☐

18.1a Decision Support system:

18.1b Fire plans available (SOLAS Ch II Reg 15.3.2)? ☐
- Do they contain information regarding fire protection? ☐
- Fire detection? ☐
- Fire extinction? ☐
- Approved by Flag or Class? ☐

18.1c Damage control plans available (SOLAS Ch II Reg 19)? ☐

Do they show for each deck and hold the boundaries of:
- Watertight compartments? ☐
- Openings with means of closure and position of controls? ☐
- Arrangements for the correction of any list due to flooding? ☐
- If any Water tight door remains opened during navigation is it clearly indicated in the stability information and approved by Flag/Class? ☐

Do damage stability information provide to the Master a simple and easily understandable way of assessing the Ship's survivability in all damage cases involving: ☐
- One compartment? ☐
- A group of compartments? ☐

18.1d Muster List and emergency instructions (SOLAS Ch III Reg 37): ☐

Are details listed regarding of the general alarm and public address system and actions to be taken by crew and passengers when the alarm is sounded? ☐

Are there procedures in place for locating and rescuing passengers trapped in their staterooms? ☐

Do the muster list show duties assigned to the different members of the crew including:
- Closing of the watertight doors ☐
- Closing of fire screen doors ☐
- Closing of valves, scuppers, sidescuttles, skylights, portholes and other similar openings in the ship ☐
- Equipping of the survival craft and other life-saving appliances? ☐
- Preparation and launching of survival crafts ☐
- General preparation of other life-saving appliances ☐
- Use of communication equipment ☐
- Manning of fire parties assigned to deal with fires ☐
- Special duties assigned in respect to the use of fire-fighting equipment and installation ☐

Does the muster list specify:
- which officers are assigned to ensure that life-saving and fire appliances are maintained in good condition and are ready for immediate use? ☐
- substitutes for key persons who may become disabled, taking into account that different emergencies may call for different actions? ☐
- the duties assigned to members of the crew in relation to passengers in case of emergency? Do these duties include:
  - warning the passengers? ☐
  - seeing that they are suitably clad and have donned their lifejackets correctly? ☐
  - assembling passengers at muster stations? ☐
  - keeping order in the ways and on the stairs and generally controlling the movements of the passengers? ☐
  - ensuring that a supply of blankets is taken to the survival craft? ☐

Is the format of the Muster List approved by Flag? ☐

INSPECTED ITEMS DETAILS/NOTES

**Delete as appropriate*

			INSPECTED ITEMS DETAILS/NOTES
18.1e	Do the emergency plan or plans have a uniform structure and be easy to use?	☐	
18.1f	Where applicable, the actual loading condition as calculated for the ship's voyage stability can be used for damage control purposes?	☐	
18.1g	If in addition to the printed emergency plans, the vessel uses a computer-based decision support system on the navigation bridge which is able to present a list of recommended actions to be carried out in foreseeable emergencies, is it approved by Flag/Class?	☐	
18.2	Zone Isolation Operation	☐	
18.3	Sprinkler Auto Pump Cut-In	☐	
18.4	Sprinkler Station Alarms	☐	
18.5	**Lifeboats**	☐	
	Identify which (if any) boats inspected	☐	
	Lifeboats davits: A launching appliance shall not depend on any means other than gravity or stored mechanical power which is independent of the ship's power supplies to launch the survival craft or rescue boat it serves in the fully loaded and equipped condition and also in the light condition (LSA Code Ch VI Reg 6.1.1.3) detail which davits have been tested under stored power	☐	
	At least one training raft must be prepared and inflated by the preparation party (specify which station)	☐	
	Specify which lifeboats where launched with operating crew	☐	
	Descent units, if fitted, need to be serviced every 5 years (replacement of harness)	☐	
18.6	Passenger Cabin Emergency Information	☐	
18.6a	Instructions to passengers on the back of the cabin doors:	☐	
	– SOLAS Ch III Reg 8: Illustrations and instructions in appropriate languages shall be posted in passenger cabins and be conspicuously displayed at muster stations and other passenger spaces to inform passengers of: their muster station; the essential actions they must take in an emergency; and the method of donning lifejackets (the lifejacket must be the same in use on the Ship);	☐	
	– Are the escape routes indicated in such instructions in compliance with the escape plan? (choose two random cabins at the fwd and aft accommodation area and compare the escape routes with the escape plan, check the signs in the alleyway are in compliance with the instructions);	☐	
18.7	Evacuation Direction Signs	☐	
18.8	Emergency Lighting	☐	
18.8a	Low-Location Lighting(SOLAS CH II-2 Reg 13.3.2; FSS Code Ch 11; Res A752(18)):	☐	
	– Are all LLL systems visually examined and checked at least once a week	☐	
	– Are all missing, damaged or inoperable LLL replaced?	☐	
	– Are record kept?	☐	
	– Are all LLL systems luminance tested at least once every five years by an approved service provider?	☐	
	– Are crew accommodation areas provided with LLL-PL?	☐	
18.9	**Watertight Doors Local & Remote – Fire Doors**	☐	
	Identify which (if any) doors tested	☐	
	Watertight doors (SOLAS CH II-1 Reg 13) each power-operated sliding watertight door:		
	– shall be fitted with the necessary equipment to open and close the door using electric power, hydraulic power, or any other form of power that is acceptable to the Administration;	☐	
	– shall be provided with an individual hand-operated mechanism. It shall be possible to open and close the door by hand at the door itself from either side, and in addition, close the door from an accessible position above the bulkhead deck with an all round crank motion or some other movement providing the same degree of safety acceptable to the Administration.	☐	

INSPECTED ITEMS DETAILS/NOTES

Direction of rotation or other movement is to be clearly indicated at all operating positions. The time necessary for the complete closure of the door, when operating by hand gear, shall not exceed 90 s with the ship in the upright position; ☐

– shall be provided with controls for opening and closing the door by power from both sides of the door and also for closing the door by power from the central operating console at the navigation bridge in not more than 60 s; ☐

– shall be provided with an audible alarm, distinct from any other alarm in the area, which will sound whenever the door is closed remotely by power and which shall sound for at least 5 s but no more than 10 s before the door begins to move and shall continue sounding until the door is completely closed. In the case of remote hand operation it is sufficient for the audible alarm to sound only when the door is moving. Additionally, in passenger areas and areas of high ambient noise the Administration may require the audible alarm to be supplemented by an intermittent visual signal at the door (this requirement changes between SOLAS 74 and 81); ☐

– shall have an approximately uniform rate of closure under power. The closure time, from the time the door begins to move to the time it reaches the completely closed position shall in no case be less than 20 s or more than 40 s with the ship in the upright position; ☐

18.9a Fire doors in main vertical zone bulkheads, galley boundaries and stairway enclosures other than power-operated watertight doors and those which are normally locked, shall satisfy the following requirements: (SOLAS Ch II-2 Reg 9.4.1.5)

– the approximate time of closure for hinged fire doors shall be no more than 40s and no less than 10s from the beginning of their movement with the ship in upright position ☐

– the doors, except those for emergency escape trunks, shall be capable of remote release from the continuously manned central control station, either simultaneously or in groups and shall be capable of release also individually from a position at both sides of the door. Release switches shall have an on-off function to prevent automatic resetting of the system indication must be provided at the fire door indicator panel in the continuously manned central control station whether each door is closed ☐

– local power accumulators for power-operated doors shall be provided in the immediate vicinity of the doors to enable the doors to be operated after disruption of the control system or central power supply at least ten times (fully opened and closed) using the local controls (Detail which doors have been tested) ☐

– remote-released sliding or power-operated doors shall be equipped with an alarm that sounds at least 5 s but no more than 10 s after the door being released from the central control station and before the door begins to move and continues sounding until the door is completely closed ☐

18.10 Rescue & Fast Rescue Boat ☐

18.11 Emergency Drills Demonstration

18.11a @ Muster Control:

– Is the alarm system supplemented by either a public address system or other suitable means of communication (SOLAS Ch III Reg 6)? ☐

– Is the entertainment sound system automatically turned off when the general emergency alarm system is activated? ☐

– Are passengers strongly encouraged to attend these drills (SOLAS Ch III Reg 30)? ☐

– Is the public address system clearly audible above the ambient noise in all spaces? ☐

– Is the Low Location Lighting system on? ☐

– Are passengers and crew summoned to muster stations with the alarm followed by drill announcement on the public address or other communication system and ensuring that they are made aware of the order to abandon ship (SOLAS Ch III Reg 19)? ☐

INSPECTED ITEMS DETAILS/NOTES

- Is the crew reporting to stations and preparing for the duties compliant as described in the muster list? ☐
- Are stairway guides and other passengers contact roles aware of duties and able to communicate effectively with passengers? ☐
- Are there effective procedures to assist elderly, disabled and infirm passengers? ☐
- Is the crew checking that passengers and crew are suitably dressed? ☐
- Is the crew checking that passenger's lifejackets are correctly donned? ☐
- Is a mock search and rescue of passengers trapped in their staterooms performed? ☐
- Are the searched cabins identified? ☐
- Is there a procedure for lost children/parents? ☐
- Is there a procedure for disoriented/panicked passengers? ☐
- Is there a procedure for injured passengers in the way of evacuation routes? ☐
- Are passengers accounted for? In which way (roll call, electronic mustering, counting?) ☐
- Are updated passenger's lists available at the mustering positions? ☐
- Are the fire screen doors closed or opened as deem appropriate? ☐
- Is the crew aware of the location of the emergency on board and possible scenario that will affect the evacuation and will need pre-planning? ☐
- Are additional lifejackets available? ☐
- Are passengers allowed to go back to their cabins after the General Emergency Signal has been sounded and they have checked in the Assembly Station? ☐
- Spot check some of the lifejackets, are they in good order (straps, buckles, lights and batteries)? ☐
- Are the evacuation routes in compliance with the escape plan? (SOLAS Ch II-2 Reg 13.1: means of escape so that persons on board can safely and swiftly escape to the lifeboat and liferaft embarkation deck) ☐

18.11b@ Fire/damage location:

- Is the time taken for first response reasonable (3' from discovery, max 12' for first entry)? ☐
- Is crew reporting to stations and preparing for the duties described in the muster list? ☐
- Is a fire pump started, using at least the two required jets of water to show that the system is in proper working order? ☐
- Are fireman's outfit and other personal rescue equipment checked and donned? ☐
- Are relevant communication equipment checked? ☐
- Is the Low Location Lighting system on? ☐
- Is the operation of watertight doors, fire doors, fire dampers and main inlets and outlets of ventilation systems in the drill area checked? ☐
- Are necessary arrangements for subsequent abandoning of the ship checked? ☐
- Is the method of entry to hot zone satisfactory? ☐
- Are injured persons retrieved from the location and handed to the medical team? ☐
- Are the fire parties in BA performing a search of the smoked filled areas for injured crew? ☐
- In case of fire in technical spaces(Engine room or EDG room), is foam used by the fire parties? ☐
- Is the area of the accident cleared and accesses policed? ☐
- Is the zone isolated (ventilation, electrical power, fire screen doors)? ☐
- Is boundary cooling performed? (six sides box) ☐
- Is the boundary cooling personnel able to identify and report hot spots? ☐

18.12 Procedures & responsibilities for incident response

INSPECTED ITEMS DETAILS/NOTES

18.13 Passengers accounting register:

- Are all persons on board counted prior to departure? ☐
- Are details of persons who have declared a need for special care or assistance in emergency situations recorded and communicated to the master prior to departure? ☐
- Are the names and gender of all persons on board, distinguishing between adults, children and infants recorded for search and rescue purposes? ☐
- Are the information required above kept ashore (sent before the Vessel leaves the port) and made readily available to search and rescue services when needed? ☐

18.14 Emergency drills:

- Has the entire crew been involved in every drill? If not, each crew member must have participated in an abandon ship drill and a fire drill each month? ☐
- Has each lifeboat been launched, and manoeuvred in the water by its assigned operating crew, at least once every three months during an abandon ship drill (SOLAS Ch III Reg 19)? ☐
- Is there a systematic way of recording crew attendance to drills to show compliance with the above requirement? (Pick one name and check records) ☐
- Are passengers strongly encouraged to attend these drills (SOLAS Ch III Reg 30)? ☐
- If a ship is fitted with marine evacuation systems (MES), do drills include exercising of the procedures required for the deployment of such a system up to the point immediately preceding actual deployment of the system? (SOLAS Ch III Reg 19) ☐
- Is mandatory muster of all embarking passengers conducted prior to departure from port (MSC 92 circ 350, SOLAS Ch III Reg 19 amended 01/01/2015)? ☐
- What is the procedure for accounting and recording passenger's attendance during the drill? ☐

18.15 Do the following personnel hold a valid Crisis Management and human behaviour certificate (STCW / Chapter V (A-V) / A-V / V/3): ☐

- Master? ☐
- Chief Mate? ☐
- Chief Engineer Officer? ☐
- Second Engineer Officer? ☐
- any person having responsibility for the safety of passengers in emergency situations (i.e.)
  - Hotel General Manager and deputy? ☐
  - I/C Muster Stations? ☐

18.16 Has the training required by STCW Reg V/3 Paragraph 6 (Safety training for personnel providing direct service to passengers in passenger spaces) been conducted? ☐

18.17 Equipping of the survival craft and other life-saving appliances: (From the Muster List)

- Do the nominated I/C and 2nd I/C of the lifeboats hold a valid CPSC (SOLAS Ch III Reg 10)? ☐
- Do the I/C of liferafts hold a valid CPSC (SOLAS Ch III Reg 10)? ☐

18.18 What is the definition of Seafarer in the DMLC Part I (are concessions considered seafarers?) ☐

INSPECTED ITEMS DETAILS/NOTES

18.20 Are there any lifeboats used as tenders for transferring passengers ashore (MSC.1/Circ.1417)? ☐

Do the tenders have:

– At least two independent means of propulsion and steering systems should be provided;

– The boundaries of the engine space or spaces should be fire retardant and capable of being closed down so that smoke, flames and fire-extinguishing medium cannot escape, with particular attention being paid to closing of ventilation openings (Test the fire dampers, no less than one on each side); ☐

– Engine compartment smoke or fire detectors should have visible and audible alarm at the control station ☐

– At least two portable fire extinguishers of a type and size acceptable to the Administration should be provided ☐

– Storage of fire extinguishers should be at easily accessible locations within the tender ☐

– a sufficient number of approved lifejackets for all persons the boat is certified to carry when operating as a tender, including an allowance for carriage of children and infants on board. Storage of lifejackets should be conveniently located so as to be retrievable in an emergency situation ☐

– at least one first aid kit, three thermal protective aids and an appropriate quantity of drinking water; one lifebuoy with light; and one lifebuoy with line ☐

– An efficient means of retrieving a person from the water ☐

– When a tender is also a lifeboat, extra pyrotechnic signals should be carried, either as a tender operations kit or as spares available on board the ship, so that any of these signals used during service as a tender can be replaced immediately so as to remain in compliance with lifeboat standards ☐

– Local chartlets produced from the ship's relevant navigational chart or by alternative means, such as a drawing,should be prepared, if the local chart has insufficient detail ☐

Every tender boat operator should: ☐

– provide documentary evidence of having achieved the required standard of competence to undertake the tasks, duties and responsibilities listed in column 1 of the Standards for Training, Certification and Watchkeeping for Seafarers (STCW) Code, tables A-VI/1-1, A-VI/1-2, A-VI/1-3 and A-VI/1-4; ☐

– be the holder of a certificate of proficiency in survival craft and rescue boats other than fast rescue boats ☐

– meet the recommended standards of training as a tender boat operator ☐

– meet the STCW requirements of medical fitness, particularly regarding eyesight and hearing. ☐

18.21 Stability:

At periodical intervals not exceeding five years, a lightweight survey shall be carried out on all passenger ships to verify any changes in lightship displacement and longitudinal centre of gravity. The ship shall be re-inclined whenever, in comparison with the approved stability information, a deviation from the lightship displacement exceeding 2% or a deviation of the longitudinal centre of gravity exceeding 1% of Ls is found or anticipated (SOLAS Ch II-1 Reg 5.5) ☐

On completion of loading of the ship and prior to its departure, the master shall determine the ship's trim and stability and also ascertain and record that the ship is in compliance with stability criteria in relevant regulations. The determination of the ship's stability shall always be made by calculation. The Administration may accept the use of an electronic loading and stability computer or equivalent means for this purpose (SOLAS CH II-1 Reg 20): ☐

– Check the unknown deadweight (% and psn) and compare it with the previous ones; ☐

– Check the state of the pool (calculated/actual); ☐

– Check the trim (entered with drafts/actual; how does it affect the GM/unknown deadweight); ☐

– Check the water density entered ☐

INSPECTED ITEMS DETAILS/NOTES

AREA 19 - ADDITIONAL FOR BULK CARRIERS

19.1 Shippers declaration on board ☐

19.2 Loading instruments/Loading Booklet ☐

19.3 Master's Report ☐

19.4 Monitoring equipment: Oxygen, Gas, pH and Temperature ☐

19.5 Adequacy of hold closing arrangements and ventilators ☐
Give details of inspection and condition found

19.6 Electrical equipment and cabling/gas sampling points ☐

19.7 Compliance with the IMSBC Code ☐

19.8 Inspection of main deck ☐

19.9 Cargo Hold(s) inspection ☐
Holds inspected internally Yes / No*

If yes give details

19.10 Internal inspection of Ballast Tanks ☐
Tanks inspected internally Yes / No*
If yes give details

19.11 Enhanced Survey Records ☐
Yes / No / N/A*

19.12 Procedures and responsibilities for cargo operations ☐

19.13 Water Ingress Alarm System ☐

19.14 De-Watering Arrangement ☐

AREA 20 - ADDITIONAL FOR RO-RO'S

20.1 Shell Doors Locking and Sealing Arrangements ☐
If carried out identify which doors inspected/tested

20.2 Vehicle Deck Drainage ☐
If carried out identify which drainage arrangements were tested

20.3 Ramp/Bulwarks/Guard Rails ☐

20.4 Cargo Securing Arrangements ☐

20.5 Fire Fighting Arrangements ☐

20.6 Fire Protection Arrangements ☐

20.7 General Structural Inspections ☐

20.8 Water Fog and Foam Applicators ☐

AREA 21 - ADDITIONAL FOR GAS/CHEM/OIL TANKERS

21.1 Procedures & responsibilities for cargo handling operations ☐

21.2 I.G. System ☐
System sighted in operation Yes/No*

21.3 Pumproom and pumproom ventilation system ☐

21.4 Venting, purging, gas-freeing & ventilation ☐

21.5 Fire protection for cargo tanks deck area ☐

21.6 Portable oxygen/gas measuring instruments ☐

21.7 Emergency towing arrangement ☐

21.8 Oil discharge monitor ☐

AREA 22 - ADDITIONAL FOR SHIPS CARRYING CONTAINERS AND GENERAL CARGOES

22.1 Cargo Securing Arrangements ☐

22.2 Dangerous Goods ☐

22.3 Navigation bridge visibility ☐

AREA 23 - AUSTRALIAN VESSELS FSC ADDITIONAL REQUIREMENTS

INSPECTED ITEMS DETAILS/NOTES

23.1 Medical Locker Certificate (MO 11) ☐

23.2 Fire Fighting Appliance Certificate/s (MO15) ☐

23.3 Portable extinguishers comply with AS and MO 15 ☐

23.4 Certificates of Medical Fitness (MO9) ☐

23.5 Lift certificate (MO 12) ☐

23.6 Liferaft Certificates (MO 25) ☐

23.7 For Refrigeration licences the following must be in place:

A vacuum pump – record the serial number here: ..... ☐

A receptacle to pump-down the system gas ☐

CFC gas leakage device available ☐

All CFC bottles to be suitably marked and inspection/tests in date ☐

23.8 Fixed oxy/acetylene installation (MO 12) ☐

AREA 24 MARITIME LABOUR CONVENTION 2006

MDI: YES ☐ NO ☐

MLC elements inspected during MDI:

24.0 Certification ☐

24.1 Minimum Age ☐

24.2 Medical Certificates ☐

24.3 Training and Qualifications ☐

24.4 Recruitment and Placement ☐

24.5 Seafarers Employment Agreements (SEA) ☐

24.6 Wages ☐

24.7 Hours of work and hours of rest ☐

24.8 Entitlement to leave ☐

24.9 Repatriation ☐

24.10 Manning levels ☐

24.11 Accommodation and recreational facilities ☐

24.12 Food and Catering ☐

24.13 Medical Care on board ship and ashore ☐

24.14 Ship owners' liability ☐

24.15 Health and Safety Protection ☐

24.16 Social Security ☐

24.17 On Board Complaint procedure ☐

ADDITIONAL COMMENTS