

MERCANTILE MARINE DEPARTMENT, MUMBAI

Annexure – III

CHECKLIST FOR MLC INSPECTION

Report No.:	Date:
	(dd/mm/yyyy)
Inspection: Interim / Initial / Intermediate / Renewal / Additional#	
Shipowner's Name:	Shipowner's Contact: Ship Name:

S. No.	Description	Y/N/NA
General principles (inspected)		
1	Is a copy of the MLC 2006 available on board (Standard A5.1.1, para. 2)?	
Regulation 1.1 – Minimum age (inspected and certified) (Rule 4 of the Gol's M.S. (ML) Rules, 2016)		
1.1.1	Are all the seafarers over the age of 16?	
1.1.2	No seafarers under the age of 18 carrying out work or being employed in situations which are likely to jeopardize their health or safety?	
1.1.3	No seafarers under the age of 18 employed in night work (except where an exemption has been granted with respect training courses)?	
1.1.4	Is "Night" defined in accordance to national law and practice?	
1.1.5	Is there a list of works likely to jeopardize the health or safety of seafarers under the age of 18 available?	
COMMENTS:		
Regulation 1.2 - Medical certificate (inspected and certified) (Rule 5 of the Gol's M.S. (ML) Rules, 2016)		
1.2.1.a	Do the seafarers hold a valid medical certificate as prescribed by the competent authority? (verify medical certificate is issued by a qualified medical practitioner, date of examination, validity not exceeding maximum 2 year or maximum 1 year for seafarers below the age of 18 years, original signature, in English if the ship is on International voyage) OR	

1.2.1.b	<i>Do the seafarers hold a valid medical certificate issued in accordance with the requirements of STCW, as amended? (verify medical certificate is issued by a qualified medical practitioner, date of examination, validity not exceeding maximum 2 year or maximum 1 year for young seafarers, original signature, in English for ships on International voyage)</i>	
1.2.2	<i>Do the seafarers hold a valid medical certificate attesting that they are medically fit to perform the duties they are to carry out at sea?</i>	
1.2.3	<i>In the case of a certificate solely concerning eyesight, is it issued by a person recognized by the competent authority?</i>	
1.2.4	<i>Do the medical certificate state in particular that the hearing and sight of the seafarer concerned, and the colour vision in the case of a seafarer to be employed in capacities where fitness for the work to be performed is liable to be affected by defective colour vision, are all satisfactory?</i>	
1.2.5	<i>Do the medical certificate state in particular that the seafarer concerned is not suffering from any medical condition likely to be aggravated by service at sea or to render the seafarer unfit for such service or to endanger the health of other persons on board?</i>	
1.2.6	<i>Is the Name, address, contact information and/or official stamp of the duly qualified medical practitioner and/or in case of a vision certificate, a person recognized by the national authority available on the medical certificate?</i>	
1.2.7	<i>In the event of medical certificate expiring during the voyage, is the validity within the permissible period of 3 months?</i>	
1.2.8	<i>In urgent case, do the seafarers hold a recent expired (not more than 90 days on the date of joining the vessel) and the period the seafarer is on board is less than 3 months?</i>	
1.2.9	<i>If there are medical restrictions on work, is work assigned to seafarer or performed by seafarer consistent with them?</i>	
1.2.10	<i>Is the validity for a maximum period of six years, for certification of colour vision?</i>	
1.3.1	<i>Are seafarers trained / certified (in accordance with national requirements) as competent to perform their duties (e.g., STCW certificate if relevant to the position)</i>	
1.3.2	<i>Are the certificates or endorsements, if any, up to date?</i>	
1.3.3	<i>Is there evidence available to confirm that seafarers have completed training for personal safety on board ship?</i>	
1.3.4	<i>Are the qualifications listed in the Safe Manning Document being met?</i>	
1.3.5	<i>Is there a training manual on board?</i>	

COMMENTS:		
Regulation 1.4 – Recruitment and placement (inspected and certified) (Rule 7 of the Gol's M.S. (ML) Rules, 2016)		
1.4.1	Is a private seafarer recruitment and placement service (RPS) used?	
1.4.1.1	If the private seafarer RPS is located in the MLC 2006 ratified flag State, is there documentary evidence that it is licensed, certified or regulated in accordance with MLC 2006 requirements? (only if No.1.4.1 is YES)	
1.4.1.2	If RPS is based in a State not party to the MLC 2006 are used, is there documentation showing that the shipowner has verified (as far as practicable) that they are operated consistently with the MLC, 2006? (only if No.1.4.1 is YES)	
COMMENTS:		
Regulation 2.1 - Seafarers' employment agreements (SEA) (inspected and certified) (Rule 8 the Gol's M.S. (ML) Rules, 2016)		
2.1.1	Is the Copy of applicable CBA (the CBA, or applicable sections of the CBA, in English on a ship that are on international voyage) available on board?	
2.1.2	Is the seafarers' agreement signed by both, the seafarer and shipowner or shipowner's representative, on board?	
2.1.3	Was it ensured that the seafarers have understood their rights & responsibilities?	
2.1.4	Do the seafarers' employment agreements, including the Article of Agreement, if any, contain the particulars as per MLC.2006 Standard A2.1 4(a) to 4(k)? 2.1.4(a) Seafarer's full name, date of birth or age, and birthplace; 2.1.4(b) Shipowner's name and address; 2.1.4(c) The place where and date when the SEA is entered into; 2.1.4(d) The capacity in which the seafarer is to be employed; 2.1.4(e) The amount of the seafarer's wages (or, if applicable, the formula used for calculating them); 2.1.4(f) The amount of paid annual leave (at least 2.5 days/month or, if applicable, the formula used for calculating it); 2.1.4(g) The termination of the agreement and the conditions thereof, including: (a) if the agreement is for an indefinite period, the conditions entitling either party to terminate it, as well as the required notice period	

	<p>which shall not be less for the shipowner or the seafarer.</p> <p>(b) If the agreement is for a definite period, the date fixed for its expiry.</p> <p>(c) If the agreement is for a voyage, the port of destination and the time which has to expire after arrival before the seafarer should be discharged.</p> <p>2.1.4(h) The health and social security protection benefits to be provided to the seafarer by the shipowner;</p> <p>2.1.4(i) The seafarer's entitlement to repatriation;</p> <p>2.1.4(j) Reference to the collective bargaining agreement, if applicable; and</p> <p>2.1.4(k) Any other particulars as required by national legislation</p>	
2.1.5	If the SEA refers to a CBA, is a copy of the CBA, or applicable sections, on board (in English for a ship that voyages internationally)?	
2.1.6	Were seafarers given an opportunity to examine and seek advice on the SEA before signing?	
2.1.7	Do seafarers have a record of their employment on the ship (e.g, a discharge book)?	
2.1.8	Is it verified that the seafarers' record of employment does not contain any statement about the quality of their work or wages?	
2.1.9	Is there a minimum notice period required to be given by the seafarers and shipowners for early termination of a SEA?(minimum notice not less than seven days except if determined for justified reasons)	
COMMENTS:		
Regulation 2.2 –Wages (certified and inspection item) (Rule9 of the Gol's M.S. (ML) Rules, 2016)		
2.2.1	Are seafarers paid full wages as required by their SEA or CBA (at least monthly)?	
2.2.2	Are the wages consistent with the national wages (if applicable)?	
2.2.3	Are all the elements of the wages (basic wages, leave pay, allowances, overtime etc) reflected in the seafarer's wage account?	
2.2.4	Do the hours of work recorded in the wage account correspond with the overtime records and/or hours of work and rest?	
2.2.5	Has the seafarer authorized the master/owner to make an allotment?	
2.2.5.a)	If YES, is there evidence of any such authorization or allotment advice and any confirmation that it was made?	
2.2.6	Do exchange rates and service charges meet national regulations?	
COMMENTS:		

Regulation 2.3 – Hours of work and hours of rest (inspected and certified) (Rule 10 of the Gol's M.S. (ML) Rules, 2016)		
2.3.1	<i>Is there an approved standardized table of shipboard working arrangements (in working language(s) and in English), setting out for national requirements for maximum hours of work or the minimum rest for every position posted in an easily accessible place?</i>	
2.3.2	<i>Does the table set out the schedule of service at sea and port and do these arrangements conform to the applicable minimum hours of rest or maximum hours of work?</i>	
2.3.3	<i>Do the times of entering/leaving port, manoeuvring, making fast/letting go, loading/discharging correspond with the recorded working hours of the seafarers concerned?</i>	
2.3.4	<i>Do other onboard documents (e.g., logbooks) confirm that the maximum hours of work or minimum hours of rest being followed?</i>	
2.3.5	<i>Are up to date records of daily hours of work or rest in the approved format available for each seafarer? (including the master)</i>	
2.3.6	<i>When a seafarer is on call and if the normal period of rest is disturbed by call-outs to work, is the seafarer adequately compensated rest period?</i>	
2.3.7	<i>Are the seafarers well rested?(no signs of seafarer fatigued)?</i>	
2.3.8	<i>Are the national requirements for hours of rest, for seafarers under the age 18 complied with?</i>	
2.3.9	<i>Are there provisions to take account of more frequent or longer leave periods or the granting of compensatory leave for watchkeeping seafarers or seafarers working on board ships on short voyages?</i>	
2.3.9.1	<i>If YES, are the provisions being complied with?</i>	
COMMENTS:		
Regulation 2.4 – Entitlement to leave (inspected) (Rule 11 of the Gol's M.S. (ML) Rules, 2016)		
2.4.1	<i>Is there a method determined for calculation of length of service and entitlement to leave with pay?</i>	
2.4.2	<i>Do seafarer employment records and wage accounts confirm the leave provisions in the SEA?</i>	
2.4.3	<i>Has the seafarer availed of the entitled annual paid leave? (check Record of</i>	

	Employment)	
COMMENTS:		
Regulation 2.5 – Repatriation (inspected) (Rule 12 of the Gol's M.S. (ML) Rules, 2016)		
2.5.1	Do seafarers' repatriation entitlements (set out in the SEA and/or in the applicable CBA) conform to national requirements for repatriation including coverage for costs and choice of destinations?	
2.5.2	Is there a copy of the national provisions on repatriation on board and is it accessible to seafarers? (in working language)	
2.5.3	Has the shipowner provided financial security to ensure that repatriation will occur? CERTIFICATE OF FINANCIAL SECURITY BY BRITISH MARINE – TILL 31/03/2018	
2.5.4	Whether the financial security is in accordance with sub-rule 14 of Rule 12 of MS (Maritime Labour rules)-2016	
COMMENTS:		
Regulation 2.7 – Manning levels (inspected and certified) (Rule 14 of the Gol's M.S. (ML) Rules, 2016)		
2.7.1	Is the ship manned in accordance with the Safe Manning Document (including food and catering personnel)?	
2.7.2	Does the ship have sufficient seafarers onboard to meet concerns about safety, security and seafarer fatigue considering the particular nature and conditions of the ship's voyages	
COMMENTS:		
Regulation 3.1 - Accommodation and recreational facilities (inspected and certified) (Rule 16 of the Gol's M.S. (ML) Rules, 2016)		
<i>NB: Items marked * in the below list need only to be checked at the initial inspection of a new or substantially altered ship.</i>		
1. General requirements		
3.1.1.1	For existing ships, are the requirements of Construction and Equipments complying with the national requirements, which was existing prior to this convention coming into force?	
3.1.1.2	Are accommodation and recreational facilities decent and consistent with health and well-being?	
3.1.1.3	Are all accommodation and recreational facilities in a clean and tidy	

	condition?	
3.1.1.4	Are there records of regular inspections by the master or designated officer of the seafarers' accommodations in accordance with the DMLC Part II?	
3.1.1.5	*Is it verified that there are no direct openings into sleeping rooms from cargo and machinery spaces or from galleys, storerooms, drying rooms or communal sanitary areas; and that part of a bulkhead separating such places from sleeping rooms and external bulkheads are efficiently constructed of steel or other approved substance and be watertight and gas-tight?	
3.1.1.6	*Is headroom adequate in all seafarers' accommodation where full and free movement is necessary (minimum 203 cm unless less is approved)?	
3.1.1.7	*Is accommodation adequately insulated?	
3.1.1.8	*Are the sleeping rooms located above the loadline and either amidships or aft (in ships other than passenger ships and special ships)?	
3.1.1.9	*Is it ensured that there are no sleeping rooms located for'd of the collision b'head?	
3.1.1.10	*Have appropriate materials been used for the bulkheads, floors, panelling etc.?	
3.1.1.11	*Is there sufficient drainage and appropriate lighting?	
3.1.1.12	Are the necessary checks being carried out to avoid hazardous levels of noise and vibration and other ambient factors and chemicals in the seafarer accommodation or recreational or catering facilities?	
COMMENTS:		
2. Ventilation and heating		
3.1.2.1	Are the sleeping rooms and messrooms adequately ventilated (ventilation adequate and functioning in accordance with national standards)?	
3.1.2.2	If equipped with Air conditioning, is it functioning properly?	
3.1.2.3	Is the Sanitary spaces ventilated to open air independently of other accommodation?	
3.1.2.4	If heating system is provided, is it adequate and appropriate?	
COMMENTS:		
3. Lighting		
3.1.3.1	Do the sleeping rooms & mess-rooms have natural light & adequate artificial light?	
COMMENTS:		

4. Sleeping rooms		
3.1.4.1	<i>*Are individual sleeping rooms provided? (unless exempted)</i>	
3.1.4.2	<i>Are separate berths of the minimum size (inside dimensions 198 centimetre x 80 centimeters) provided for seafarers?</i>	
3.1.4.3	<i>Are separate sleeping rooms provided for men and women?</i>	
3.1.4.4	<i>Do the number and size (including height) of the sleeping rooms conform to national standards (taking account of the number of occupants)?</i>	
3.1.4.5	<i>Do fixtures and fittings in the sleeping rooms (furniture, bedding, mosquito netting etc) conform to the national standards implementing the MLC?</i>	
COMMENTS:		
5. Mess rooms		
3.1.5.1	<i>*Are the mess rooms separate from sleeping rooms and located as close as practicable to the galley (unless exempted)?</i>	
3.1.5.2	<i>Is there a common mess room and used by all personnel?</i>	
3.1.5.3	<i>Are separate mess rooms provided?</i>	
3.1.5.4	<i>Are the size of the mess rooms and their equipment, tables and chairs sufficient for the number of persons likely to use them at any one time?</i>	
3.1.5.5	<i>*Is the floor area of each mess room on ships other than passenger ships at least 1.5 m² /person?</i>	
COMMENTS:		
6. Recreational facilities		
3.1.6.1	<i>Do seafarers have access to space or open spaces on deck that are accessible when off duty?</i>	
3.1.6.2	<i>Do the recreational facilities conform to national standards? In particular:</i>	
3.1.6.2a	<i>Where practicable, have recreation room(s) been provided for seafarers?</i>	
3.1.6.2b	<i>Are the recreation rooms fitted, as a minimum, with a book case and facilities for reading, writing and, where practicable, games and a canteen?</i>	
3.1.6.2c	<i>In addition to the above, has consideration been given to providing where practicable: a smoking room, television and radio reception facilities together with electronic equipment such as a television, radio, video recorders, DVD players and personal computers, a stock of films sufficient for the voyage, sports equipment such as exercise equipment, table tennis, and deck games, a suitably stocked library and, if appropriate, bars for the use of seafarers?</i>	
3.1.6.2d	<i>Do seafarers have reasonable access (at a reasonable charge) to ship-to-</i>	

	<i>shore telephone communication, email and internet facilities?</i>	
COMMENTS:		
7. Sanitary facilities		
3.1.7.1	<i>*Are the toilets intended for use by more than one person separate from sleeping rooms and wash rooms but located close by and not directly accessible from either sleeping rooms or from a passage between sleeping rooms and toilets (except in the case of semi-private bathrooms used by no more than four persons)?</i>	
3.1.7.2	<i>Do all seafarers without a private bathroom have access to at least one toilet, one wash basin and one tub or shower in a convenient location for every six persons or less?</i>	
3.1.7.3	<i>Are separate sanitary facilities provided for men and women?</i>	
3.1.7.4	<i>Is adequate drainage provided together with hot and cold fresh water available in all wash spaces?</i>	
3.1.7.5	<i>Are there sanitary facilities within easy access of the navigating bridge and machinery space or near the engine room control centre (unless exempted)?</i>	
3.1.7.6	<i>Are all toilets and other sanitary facilities functioning properly?</i>	
3.1.7.7	<i>Where there is more than one toilet in a compartment, are they sufficiently screened to ensure privacy?</i>	
COMMENTS:		
8. Laundry facilities		
3.1.8.1	<i>*Are appropriately situated and furnished laundry facilities available?</i>	
3.1.8.2	<i>Are the laundry facilities provided with washing machines, drying machines (or adequately heated and ventilated drying rooms), and irons and ironing boards (or their equivalent).</i>	
COMMENTS:		
9. Hospitals		
3.1.9.1	<i>*If the ship is intended to be at sea for a continuous period of more than 3 days and is carrying more than 15 or more seafarers (unless an exemption has been given for coastal trade ships), is there separate hospital accommodation?</i>	
3.1.9.2	<i>Is the Hospital accommodation easy to access in all weather and comfortable and conducive to prompt and proper medical attention? E.g., Has the entrance, berths, lighting, ventilation, heating and water supply been designed in such a way as to ensure the comfort and the treatment of patients and the number of hospital beds/person is in accordance with national legislation?</i>	

3.1.9.3	<i>Is the hospital being used only to accommodate persons who are sick?</i>	
COMMENTS:		
10. Offices		
3.1.10.1	<i>Have separate offices for use by all officers of the deck and engine room departments been provided (unless exempted)? (make appropriate comment in the Remarks column)</i>	
COMMENTS:		
Regulation 3.2: Food and catering (inspected and certified) (Rule 17 of the Gol's M.S. (ML) Rules, 2016)		
NB: Items marked* in the below list need only to be checked at the initial inspection of a new or substantially altered ship		
1. Food and drinking water		
3.2.1.1	<i>Is the food and drinking water served on the ship, free of charge to the seafarers, of appropriate quantity, nutritional value and quantity, in accord with national provisions, to cover the requirements of the ship and takes into account the differing cultural and religious backgrounds of seafarers working and living on board?</i>	
3.2.1.2	<i>Are seafarers who are responsible for food handling & preparation trained and the ship's cooks (18 years of age or older) qualified?</i>	
3.2.1.3	<i>Are frequent and documented inspections of food and catering facilities including food storage areas carried out by the master or an officer appointed by him?</i>	
3.2.1.4	<i>*Does the organization and equipment in the catering department permit the provision of adequate, varied and nutritious meals prepared and served in hygienic conditions?</i>	
3.2.1.5	<i>*Are the surfaces of the decks, bulkheads, deckheads and doors constructed from impervious, non-absorbent, washable and non-toxic materials, thus preventing the accumulation of dirt, reduction of condensation, the growth of undesirable mould and the shedding of particles?</i>	
3.2.1.6	<i>Has a suitable natural or mechanical ventilation system provided, constructed to permit easy maintenance including access to filters?</i>	
3.2.1.7	<i>Is the ambient temperature in the galley at acceptable level?</i>	
3.2.1.8	<i>Does the galley have adequate lighting?</i>	

3.2.1.9	<i>*Are the drainage facilities adequate and designed/constructed to prevent contamination?</i>	
3.2.1.10	<i>Is there an adequate supply of hot and cold water available in the galley for washing food?</i>	
3.2.1.11	<i>Are the work surfaces (including the surfaces of galley equipment, and uptake grease filters) maintained in a good condition and are they easy to clean and disinfect?</i>	
3.2.1.12	<i>Are adequate facilities provided for the cleaning, disinfecting and storage of utensils and equipment?</i>	
COMMENTS:		
2. Food storage arrangements		
3.2.2.1	<i>*Are there a sufficient number of temperature controlled food storage and handling rooms for the number of persons on board and the duration of the voyage?</i>	
3.2.2.2	<i>Are the temperatures for storing of perishable provision maintained?</i>	
3.2.2.3	<i>Are the cold store room doors operable from both sides?</i>	
3.2.2.4	<i>Are the cold store rooms fitted with man trap alarms?</i>	
COMMENTS:		
3. Food preparation and supply		
3.2.3.1	<i>Is the condition of the food supplied, stored (w.r.t stock rotation, segregation & spillages), prepared and served satisfactory?</i>	
3.2.3.2	<i>Is the food being defrosted in cool clean conditions?</i>	
3.2.3.3	<i>Is the meal preparation to serving times satisfactory?</i>	
3.2.3.4	<i>Is the variety of the food provided satisfactory, taking into account any religious requirements and cultural practices of the seafarers on board?</i>	
COMMENTS:		
4. Drinking water supplies		
3.2.4.1	<i>Is drinking water safe and is the quality regularly monitored?</i>	
3.2.4.2	<i>Has the piping been adequately insulated where hot and cold water pipes run together?</i>	
3.2.4.3	<i>Are records available to confirm that the fresh water storage tanks have been cleaned and disinfected within the last 12 months?</i>	

3.2.4.4	Are the fresh water loading hoses capped and stored correctly?	
COMMENTS:		
5. Hygiene		
3.2.5.1	Are there adequate facilities for hand washing and drying?	
3.2.5.2	Are there sufficient cleaning agents available?	
3.2.5.3	Are the chemical cleaning agents being stored correctly?	
3.2.5.4	Are there sufficient cleaning cloths available and being used correctly?	
3.2.5.5	Are separate chopping boards being used for different foods to prevent cross contamination?	
3.2.5.6	Are the arrangements for disposing of food waste in accordance with national legislation?	
3.2.5.7	Are there any signs of vermin or pests being present in the food preparation and storage areas?	
COMMENTS:		
6. Catering staff		
3.2.6.1	Are the catering staff wearing clean and suitable personal protective clothing?	
3.2.6.2	Is personal protective clothing available for use (and being used) with chemical cleaning agents?	
3.2.6.3	Are the training records of the ship's cook and other catering staff available?	
3.2.6.4	Does the catering staff have sufficient knowledge of food safety?	
3.2.6.5	Is the catering staff free from any communicable disease?	
COMMENTS:		
Regulation 4.1 – Medical care on board ship and ashore (inspected and certified) (Rule 18 of the Gol's M.S. (ML) Rules, 2016)		
4.1.1	Is health protection and care provided free of charge to seafarers and do they have prompt access to adequate medical care including essential dental care?	
4.1.2	Are medical personnel with appropriate qualifications (medical doctor or seafarers trained to administer medical care or medical first aid) on board?	
4.1.3	Is there a medical log maintained of the treatment of seafarers on board?	

4.1.4	<i>Is there an approved medical form in use and is it kept confidential?</i>	
4.1.5	<i>Are the medicine chest, medical equipment and medical guide in compliance with national legislation?</i>	
4.1.6	<i>Do the onboard hospital and medical care facilities meet national requirements for the ship?</i>	
4.1.7	<i>Are seafarers permitted by the shipowner to visit a qualified medical doctor or dentist in port (where practicable) without delay?</i>	
4.1.8	<i>Does the ship have a procedure in place for radio or satellite communication for medical assistance?</i>	
COMMENTS:		
Regulation 4.2 – Shipowners’ liability (inspected) (Rule 19 of the Gol’s M.S. (ML) Rules, 2016)		
4.2.1	<i>Does the SEA and/or relevant CBA state that the shipowner is to provide seafarers with material assistance and support with respect to the financial consequences of sickness, injury or death whilst serving under the SEA or arising from their employment under the SEA?</i>	
4.2.2	<i>Is the shipowner responsible for costs in respect to sickness and injury to seafarers during employment or arising from their employment?</i>	
4.2.3	<i>Are all costs in respect to sickness and injury covered (including medical treatment and supply of necessary medicines and therapeutic appliances and board and lodging away from home) by the shipowner?</i>	
4.2.4	<i>Is the shipowner responsible for continuing to cover those medical costs for at least the minimum periods provided for under the national law?</i>	
4.2.5	<i>Is the shipowner responsible for full wages (where sickness or injury results in incapacity for work) while seafarer is on board or until repatriated and payment of wages as per the national legislation or an applicable CBA, once landed or repatriated?</i>	
4.2.6	<i>Is the shipowner responsible for paying costs of funeral expenses in the case of death occurring on board or ashore during the period of engagement? (unless exempted by national legislation)</i>	
4.2.7	<i>Has the shipowner provided financial security under rule 19 of MS (Maritime Labour rules)-2016</i>	
4.2.8	<i>Whether the financial security is in accordance with of Rule 19 of MS (Maritime Labour rules)-2016</i>	
COMMENTS:		

Regulation 4.3 - Health & safety protection & accident prevention <i>(inspected and certified) (Rule 20 of the Gol's M.S. (ML) Rules, 2016)</i>		
4.3.1	<i>Are seafarers provided with occupational health and safety protection and accident prevention in accordance with national requirements?</i>	
4.3.2	<i>Is the living, working and training environment onboard ship safe and hygienic?</i>	
4.3.3	<i>Does the ship have an occupational safety and health policy and programme (with special attention paid to protecting seafarers under the age of 18)?</i>	
4.3.4	<i>Is there a ship safety committee (for ships with 5 or more seafarers) with seafarers appointed or elected as ships safety representatives?</i>	
4.3.5	<i>Is the ship safety committee functioning (is there a record of meetings and/or actions)? Are the issues raised by the safety committee and safety inspections being addressed in a timely manner?</i>	
4.3.6	<i>Are there procedures in place and followed for reporting and recording and investigating unsafe conditions and onboard occupational accidents?</i>	
4.3.7	<i>Has a proper risk assessment been carried out for onboard occupational safety and health management?</i>	
4.3.8	<i>Are the seafarers trained and instructed regarding occupational safety and health and accident prevention?</i>	
4.3.9	<i>Are the national provisions for specific areas or equipment and practices and matters, being complied with? In particular:</i> 4.3.9.1 <i>General and basic provisions?</i> 4.3.9.2 <i>Structural features of the ship, including means of access and asbestos-related risks?</i> 4.3.9.3 <i>Machinery?</i> 4.3.9.4 <i>The effects of the extremely low or high temperature of any surfaces with which seafarers may be in contact?</i> 4.3.9.5 <i>The effects of noise in the workplace and in shipboard accommodation?</i> 4.3.9.6 <i>The effects of vibration in the workplace and in shipboard accommodation?</i> 4.3.9.7 <i>The effects of other ambient factors in the workplace and in shipboard accommodation, including tobacco smoke?</i> 4.3.9.8 <i>Special safety measures on and below deck?</i> 4.3.9.9 <i>Loading and unloading equipment?</i> 4.3.9.10 <i>Fire prevention and fire-fighting?</i>	

	<p>4.3.9.11 Anchors, chains and lines?</p> <p>4.3.9.12 Dangerous cargo and ballast?</p> <p>4.3.9.13 Personal protective equipment for seafarers?</p> <p>4.3.9.14 Work in enclosed spaces?</p> <p>4.3.9.15 Physical and mental effects of fatigue?</p> <p>4.3.9.16 The effects of drug and alcohol dependency?</p> <p>4.3.9.17 HIV/AIDS protection and prevention?</p> <p>4.3.9.18 Emergency and accident response?</p>	
4.3.10	Are reasonable precautions being taken on the ship to prevent occupational accidents, injuries and diseases including risks of exposure to harmful levels of ambient factors and chemicals and well as risk of injury or disease that may result from the use of equipment and machinery on the ship?	
4.3.11	Are seafarers aware of the guidelines appertaining to the management of occupational health and safety?	
4.3.12	Is the access/egress satisfactory?	
4.3.13	Are all openings in the decks etc guarded or covered?	
4.3.14	Is personal protective equipment in good order, used correctly and being maintained correctly?	
4.3.15	Are machinery guards correctly secured in place (including those in way of hot/cold surfaces)?	
4.3.16	Do machinery emergency stop devices function correctly?	
4.3.17	Are seafarers aware of the risks posed by enclosed spaces and the procedures required to enter them?	
4.3.18	Have the risks posed to young persons been addressed?	
4.3.19	Are safety inspections (where required by national legislation) being carried out correctly?	
COMMENTS:		
Regulation 4.5 – Social security (inspection item) (Rule 22 of the Gol's M.S. (ML) Rules, 2016)		
4.5.1	Are the seafarers covered by flag State social security protection? (or by an arrangement between the flag State and another State)?	
4.5.2	Does the SEA contain the required information on any social security protection (in addition to medical protection) to be provided by the shipowner?	
4.5.3	If it is a contributory system, is there evidence available to confirm that the mandatory contributions are being made?	

COMMENTS:		
Regulation 5.1.5 – On-board complaint procedures (inspected and certified) (Rule 26 of the Gol’s M.S. (ML) Rules, 2016)		
5.1.5	<p>Does the ship have onboard procedures for the fair, effective and expeditious handling of seafarer complaints? (if model procedures have been adopted by the competent authority are they consistent with these procedures?) The procedures must address the following matters:</p> <p>5.1.5.1 Do seafarers have a right to be accompanied or represented during the procedure?</p> <p>5.1.5.2 Do seafarers have a right to complain directly to the master and to appropriate external authorities?</p> <p>5.1.5.3 Are there safeguards to protect seafarers from victimization for making complaints?</p> <p>5.1.5.4 Do the onboard procedures include contact information for the competent authority in the flag State and persons who can provide confidential and impartial advice and assistance?</p> <p>5.1.5.5 Are all seafarers given a copy of the onboard complaint procedures for the ship (in the working language of the ship)?</p> <p>Note: Any complaint received on board or any indication (early warning) of any issue on board related to working and living conditions should be immediately communicated to Head Office, for onward communication to the Administration.</p>	
COMMENTS:		