



Attachment 2

Passenger Ship Safety Inspection List of the R.O.C.

Inspected by: Maritime and Port Bureau, MOTC ☐North Maritime Affairs Center ☐Central Maritime Affairs Center
☐South Maritime Affairs Center ☐East Maritime Affairs Center

Name of Ship		No. of Ship		Gross Tonnage		Date and Time of Inspection	
Type of Ship		Year Built		Number of Passengers		Location of Inspection	
Regulation Items of Inspection (V for compliance; X for correction; slash in the <input type="checkbox"/> if not applicable)							
Valid Certificates and Documents	<input type="checkbox"/> Loadline Certificate <input type="checkbox"/> Passenger Ship Safety Certificate <input type="checkbox"/> Ship Inspection Certificate <input type="checkbox"/> Minimum Safety Manning Certificate <input type="checkbox"/> Certificate of Classification <input type="checkbox"/> Operator Liability Insurance & Passenger Injury Insurance Documents <input type="checkbox"/> Radio Station License <input type="checkbox"/> A copy of DOC (Document of Compliance) and SMC (Safety Management Certificate) <input type="checkbox"/> Others _____ (In accordance with Article 11, Paragraph 1, Article 30-1 of the Law of Ships and Article 14 of the Shipping Act.)						
Minimum Safe Manning and Crew Qualifications	<input type="checkbox"/> The crew list complies with the minimum safe manning. <input type="checkbox"/> The competency certificate of the crew is valid. (According to the standards for the minimum certified number of crew)						
Passenger and Cargo Loading before Departure	<input type="checkbox"/> No passenger and cargo loaded at berth. <input type="checkbox"/> Actual number of passengers carried in this voyage is _____, within the certified number of passengers. <input type="checkbox"/> The type and quantity of cargoes loaded in this voyage comply with the related regulations and the cargoes are properly stored. (According to Article 34 and 36 of The Regulations for Administrating Passenger Ship)						
Operation and Drills	<input type="checkbox"/> The master of an international passenger ship shall direct his crew in lifesaving and fire drills once every seven days, and once after the ship leaves the last port; except for a ship navigating a shorter international route. The time, place and condition of each of the operations and drills shall be recorded in the logbook. <input type="checkbox"/> The master of a domestic passenger ship shall direct his crew in lifesaving and fire drills once every fourteen days. (According to Article 143 of The Regulations for Administrating Passenger Ship) The previous time of drill: _____; items: _____						
Preparation before Departure	<input type="checkbox"/> Before a passenger ship departs, the master of the ship shall appoint persons to inspect and check the hull and machinery to ensure that they are in normal state, and to have the equipment and accessories thereof readily available in accordance with the Passenger Ship Pre-Departure Checklist. (According to Article 126 of The Regulations for Administrating Passenger Ship)						

Muster List	<input type="checkbox"/> The master shall post, before the passenger ship departs, the muster list in crew compartments consistent with the latest crew list.(According to Article 127 of The Regulations for Administrating Passenger Ship) <input type="checkbox"/> All crewmembers are familiar with the assigned duties in the muster list and the positions to take in emergencies and shall understand markings and indications of different emergency sounds and signals. (According to Article 128 of The Regulations for Administrating Passenger Ship)
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_____ (number) of defects found in the ()th inspection in Year ()

Items of inspection selected (according to the result of regular items of inspection, conditions of ship, and past defects)

Code (see the following for the detailed description)	Defect	Deadline of Correction	Re-inspection (Time)	Result

The inspection results shall be confirmed and signed by the master of the ship. The Inspection List is executed in two counterparts, each of which is kept by the master of the ship and the Shipping Administration Authority separately for a record. The master of the ship is responsible to correct the defects before the deadline for re-inspection. The ship's master shall correct defects that are an immediate danger to navigation safety before departure. In case of failure to correct in accordance with the related regulations, Article 36 of the Regulations for Administrating Passenger Ship shall apply.

Master of the ship:

Inspector:

(Tel.) :

(Fax.) :

E-mail :

According to Article 28-3 of the Law of Ships and Article 36 of the Regulations for Administrating Passenger Ships., the ship shall comply with regulations for inspection of ships, for assigning load lines of ships, for equipping ships, and for administrating passenger ships; the inspection is carried out according to the condition of the ship, history of inspection, and the master and the crew's familiarity with operation of equipment and emergency drills.

Items of inspection (refer to the regulations for inspection of ships, for assigning load lines of ships, for equipping ships, and for administrating passenger ships and other relevant laws)

Type	Item (Code: XXXX, where the first two are for the type and the last two are for the item. For example, 0101 is fire control drawings)
01 Drawings	01 Fire control; 02 Muster list; 03 Ship stability; 04 Damage control; 05 Loading and securing manual; 06 Life jacket wearing instruction; 07 Life raft instruction; 08 Drill and training record; 09 maintenance and repair record; 10 Others.
02 Ship Structure	01 No serious corrosion, deformation, cracks or holes on the outer shell plate; 02 No serious corrosion, deformation, cracks or holes on or around the deck, ship, fence and hatch covers; 03 No serious corrosion, deformation, cracks or holes on the bulkhead; 04 No serious corrosion or damage to the plate and shell of sounding pipes, snorkels, and ventilators; 05 Others.
03 Watertightness	01 Fasten and lock devices of snorkels and sounding pipes on the freeboard deck and superstructure deck in good condition; 02 Fasten and lock device of each hatch, skylights, watertight doors, and side loading door in good condition; 03 Fasten and lock device of vents in good condition; 04 Fasten and lock device of portholes and window covers and drain holes and sanitary drain holes under the freeboard deck and superstructure deck in good condition; 05 Others.
04 Emergency System	01 At least two emergency evacuation routes in passenger cabins are clear with eye-catching signs and lighting; 02 Muster list is up-to-date and posted correctly; 03 The rudder / steering system and its emergency system are in good order; 04 Emergency generators are in good condition and ready for use manually or automatically within 45 seconds; 05 Public broadcasting system is in good condition; 06 Evacuation devices, emergency lighting at the gathering location, and boarding ladders are properly installed; 07 Abandonment and fire alert devices are in good condition; 09 Cargo hold flooding alert is in good condition; 10 Others.
05 Firefighting Equipment	01 Fixed emergency fire pumps swiftly eject two jets of water in accordance with the regulated pressure (less than 1000 tons, minimum 2.4kg/cm^2 ; 1000~4000 tons, minimum 2.8kg/cm^2 ; more than 4000 tons, minimum 3.2kg/cm^2); 02 Portable emergency fire pumps eject one jet of water (to more than 12 m); 03 Emergency fire pumps less than 100 tons eject one jet of water (to more than 6 m); 04 Fixed firefighting equipment in the engine room and cargo hold is well stored and valid; 05 Fire detection system and alert are in good condition; 06 Valid fire extinguishers and equipment are installed in accordance with the certified quantity; 07 Ventilation equipment, fire doors, fire dampers, and skylights open and close swiftly and effectively; 08 Fire equipment and related devices are in good condition and ready for personnel to carry to the mustering locations in fire drills; 09 All carbon dioxide cylinders are properly stored and valid and the siren works properly; 10 Approved fire control drawings are properly stored in sealed containers outdoors on the deck; 11 Ventilation equipment and emergency shutdown of fuel system are in good order; 12 Others.
06 Lifesaving Equipment	01 Hanging devices of lift rafts and lifeboats function well and winches, stoppers, brakes and recovering systems are in good condition without appearance of serious corrosion; 02 Engines of lifeboats and life rafts can be activated swiftly and function normally; 03 Life rafts are free of obstacles or improper binding and the hydrostatic release device connects properly without appearance of serious corrosion; 04 Life jackets, lifebuoys, self-igniting lights, smoke signals, and lifelines are installed in accordance with related regulations; 05 A set of automated radio distress signal transmitters is installed; 06 Others.
07 Navigation Equipment	01 Radars function normally and clearly; 02 Magnetic compass, gyrocompass and bearing compass are clear and in good condition; 03 Depth (Echo) sounders function normally and print clearly; 04 All navigation lights, anchor lights, steering failure lights, and restricted operation lights function normally and the main and emergency power supplies in good order; 05 Radio communication equipment and emergency and backup power function normally; 06 AIS functions normally; 07 GPS functions normally; 08 VDR functions normally; 09 Rudder angle indicator functions normally; 10 Others.
08 Emergency Drill	01 Survival; 02 Firefighting; 03 Man overboard; 04 Damage control; 05 Emergency oil pollution; 06 Emergency steering; 07 Others.
09 Main and Auxiliary Engine and Engine Room	01 Main engine and each instrument functions well without oil and smoke leakage; 02 Auxiliary engine and each instrument functions well without oil and smoke leakage; 03 Insulation protection devices of exhaust pipes are well installed; 04 Sheds of high-pressure fuel pipelines are well installed; 05 Cabin sewage alert functions well; 06 Engine room cleaning; 07 Sewage is discharged in accordance with related regulations; 08 Others.
10 Others	01 Gangway control; 02 The crew is familiar with working languages; 03 The company implements safety management; 04 Others.

Deadline of correction:

1. For the immediate danger to the navigation safety, the correction shall be made before departure.
2. Where there is no immediate danger, correction shall be made before a designated deadline.