

The Commonwealth of Bahamas

Passenger Ship Certificate of
Inspection

SS Norway

Nineteen (19) pages total including this cover



**THE COMMONWEALTH OF THE BAHAMAS
PASSENGER SHIP
CERTIFICATE OF INSPECTION**

THE BAHAMAS MARITIME AUTHORITY

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tons	Net Tons
S/S "NORWAY"	710763 26CMT	NASSAU	76,049	45.886

This is to certify that the above named vessel has been inspected on behalf of the Bahamas Maritime Authority and was found to comply with the provisions of the Bahamas Merchant Shipping Act 1976.

This certificate is issued under the provisions of the Bahamas Merchant Shipping Act in respect of the carriage of Passengers.

and shall remain valid until :- 29TH AUGUST 2003

Issued at: ST. THOMAS on: 29TH AUGUST 2002

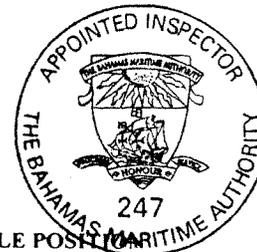
The undersigned declares that they are duly authorised by the Bahamas Maritime Authority to issue this certificate.

Signature of issuing Inspector :



Inspector's name and authorised stamp:

CAPT. PAUL W. SIMPSON



THIS CERTIFICATE SHALL BE POSTED IN A PROMINENT AND ACCESSIBLE POSITION ONBOARD THE VESSEL.

048-18



Vessel Name:		NORWANE	
Official No.	Call sign	710 763	26 CMF
Type of Inspection:		ANNUAL PASSENGER	
Date of Inspection:		THU 29 AUGUST 2002	
Place of Inspection:		ST. THOMAS	
Inspection Company:		ALEXAKOS & SIMPSON	
Inspector's Name:		PAUL W. SIMPSON	
Inspector's Tele / Fax No:		787-722-1658 FAX 2011	

Vessel Type:		PASSENGER	
Gross / Net Tonnage:		76,049 / 45,886	
Dwt / Teu / Nos. Passengers:		2558	
Year of Build:	Class Society:	1961	BV VERITAS
Managing Co:	NORWEGIAN CRUISE LINE		
Address:	7665 CORP. CTR. DR, MIAMI FL 33126		
Telephone:	Fax:	305-436-4000	305-436-4120
ISM Issuing Authority:		DNV	
Name of Designated Person:		PETER RANOLDSEN (MIA)	

Inspector's Recommendation: Enter recommendation in either (A) or (B)

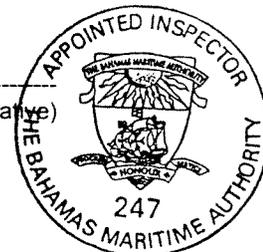
(A) For Annual Inspection & Initial Inspection:	Inspection certificate issued (tick as necessary):	<input checked="" type="checkbox"/>
	Remedial Action Pending (ref Safesum):	<input type="checkbox"/>

(B) For Pre-Registration Inspection:	Vessel suitable for registration:	<input type="checkbox"/>
	Vessel unsuitable for registration:	<input type="checkbox"/>

Inspector's Remarks:


(Nautical Inspector)
Capt. Paul W. Simpson
(Name Printed) 29 Dec 02
(Date)


(Master or Owner's Representative)
H. GANGDAL
(Name Printed)





VESSEL NAME: NORWAY DATE: 28 Dec 02

Ships Certificates : Certificates to be originals.

Certificate	Date of Expiry	Remarks
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Additional Certificates:- Oil Tankers, Chemical Tankers, Gas Carriers, High Speed Craft, Grain Carriers.

Oil Tankers:-

Civil Liability Certificate		
Oil Record Book Part II; cargo/ballast operations		

Chemical Tankers:-

NLS Certificate(Noxious Liquids Certificate)		
COF (Cert of Fitness for Carriage of Dangerous Chemicals in Bulk)		
ICOF (International certificate for the carriage of Dangerous goods in bulk)		

Gas Carriers :-

COF (Certificate of Fitness for the carriage of Liquefied Gases in Bulk)		
OR International Certificate of Fitness for the carriage of Liquefied Gases in Bulk		

High Speed Craft (HSC) & Dynamically Supported Craft (DSC) :-

H.S.C. Safety Certificate		
Permit to operate a H.S.C.		
D.S.C. Safety Certificate		
Permit to operate a D.S.C.		

Grain Carriers:-

Document of Authorization		
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Port State Control Inspections:- U.S. COAST GUARD

Place	Date	Reported Deficiencies
<u>SAO JUAN</u>	<u>30 May 02</u>	<u>NONE</u>
<u>St Thomas</u>	<u>29 Jul 02</u>	<u>QTRLY EXAMS due 30 Nov 02 & 29 Feb 03</u>



VESSEL NAME: NORWAY DATE: 28 Dec 02

Ships Certificates : Certificates to be originals.

Certificate	Date of Expiry	Remarks
Safety Management Certificate (For Vessels having ISM Only)	30 Apr 2003	DNV
Document of Compliance (For Vessels having ISM only)	28 Feb 2003	DNV
Certificate of Class <u>BV # 21E762</u>	23 MAY 05	LAST D/D 15 MAY 99
Registration Certificate <u>ON 710763</u>	1 APR 87	(ISSUED)
Passenger Ship Safety Certificate	18 MAY 03	BV
Cargo Ship Safety Construction		NA
Cargo Ship Safety Equipment		NA
Cargo Ship Safety Radio		NA
International Loadline	23 MAY 05	19 MAY 02 - LAST
International Tonnage Certificate	9 OCT 90	(ISSUED)
IOPP Certificate	23 MAY 05	19 MAY 02 - Miami
STCW Certificates for Master, Officers & Ratings	(see SAFECREW)	
Minimum Safe Manning Certificate	1 SEP 00	(ISSUED)
Intact Stability Booklet	<u>BV</u>	COMPUTER REGENERATED
Fire-fighting Appliances <u>Haloo CO2</u>	1 MAR 02	
Life-raft Servicing Certificates <u>CONTINUOUSLY</u>	<u>ROTATING</u>	<u>SERVICED 2/02</u>
Class Quarterly Status Reports (record overdue surveys)	-	NONE
Hull Special Survey	17 MAY 02	LAST
Hull Annual Survey	July 2002	UNDERWATER
Machinery Special Survey	+	
Continuous Maintenance (If applicable)	✓	
Machinery Annual	-	
Enhanced Survey Report File (Tankers & Bulk Carriers)		NA
Refrigeration Machinery Annual (Reefer Vsl)	NA	NA
Drydock Survey	OCT 2001	BREMORLAND
Cargo Gear Quadrennial		NA
Cargo Gear Annual		NA
Certificate of Compliance with MARPOL Annexe VI Nox Code (engines installed after 1/1/2000)		NA

Conditions of Class:-

Condition (Recommendation)	Due Date
<u>None</u>	



VESSEL NAME: NORWAY	DATE: 29 Dec 2002
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Ships Documents:

Document to be carried on board	Remarks
Charts for current voyages, corrected according from up to date Notice to Mariners	YES
International Code of signals	YES 1999
Merchant Shipping Notices - : MN 1726 / 1738 / 1746 / 1355 / 1231 / 1373 / 1482 / MGN 61	YES
Mariners Handbook	YES
Nautical Almanac	2002
Navigation Tables	OK
List of Radio Signals	NDMA #117 2001
Lists of Lights	US & BA 2002
Sailing Directions	ALL AREAS YES
Tide Tables	2002
Tidal Stream Atlases (not applicable to permanently moored vessels, harbour tugs etc)	YES
Operating & Maintenance Instructions for navigation aids	YES
Official Log Book	YES
Articles of Agreement	YES
Radio / GMDSS Log Book	YES
Garbage Record Book	All INCIDENTAL / dis. ASHORE Miami
Oil Record Books - Parts 1 & 2	8/2002 OK
Approved SOPEP	IMO 5119143 7 May 02
Ship Captain's Medical Guide (latest version no. 22)	WHO 1978
Code of Safe Working Practices for Merchant Seamen (MCA)	2 Jan 02
Accident Prevention on Board Ship at Sea and in Port (ILO Code of Practice)	YES
Bahamas Merchant Shipping Act 1976 as amended	YES
Merchant Shipping Act (Oil Pollution) as amended	YES
Officer's Guide to Merchant Shipping Legislation of the Bahamas	YES
Procedures and Arrangements Manual (MARPOL Annex II)	CONSOLIDATED 2002
Cargo Record Books (MARPOL Annex II)	NA
Cargo Securing Manual	NA
Dangerous goods manifest or Stowage Plan	NA
International Pollution Prevention Certificate for the carriage of noxious substances in bulk (dangerous goods carrier)	NA
IMO Medical First Aid Guide (for use in accidents involving dangerous goods)	N.A. - SHIP'S HOSPITAL
Code for the Construction and Equipment of Mobile Offshore Drilling Units 1979 or 1989 (MODU's)	N.A.
Noise Survey Report (MODU's)	N.A.



VESSEL NAME: NORWALC	DATE: 29 Aug 2002
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Crew Management (All Ships):

Inspection Item	Remarks
Does the actual manning meet the requirements of the Minimum Safe Manning Document .	YES
Do Master, Mates, Engineers & Radio Officers (where carried) meet the relevant requirements under STCW 78, Ch II-5 & Ch III-5, or STCW 95, Reg I / II.	YES
Do Master and Officers have endorsements appropriate to the type of vessel being inspected.	YES
Is there a policy to control hours worked and to minimise fatigue.	YES
Where a radio officer is not carried (as permitted by the Safe manning Document), does the vessel carry at least 1 (one) suitably GMDSS certificated officer, as detailed in the Safe manning Certificate.	NOIS DECK. ONE COMM OFFICER
Are officers & crew able to communicate effectively with one another in a common language	YES - ENGLISH
Are English language versions of Official Log Book, Oil Record Book & Muster List on board	YES
Are all written signs on board the vessel posted in the English language.	YES
Other observations:- STAFF EQUIPPED w/ WALKIE TALKIES	



VESSEL NAME:	DATE:
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Navigation and Communication Equipment (All Ships): Note: It is not necessary to physically operate the bridge equipment. Operability of equipment may be ascertained by the inspector's judgement, verbally by ship's staff, observed from log book entries etc. Inspectors may request sample testing of equipment as considered necessary.

Inspection Item	Remarks
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Is the vessel provided with Company policy statements, instructions & procedures with regard bridge management and safe navigation.	YES
Are the above policies being complied with.	APPEARS SO
Is Master's standing orders book available for use by the watch-keepers.	YES
Is a passage plan available for the current voyage.	YES
Is the navigation equipment appropriate for the size and type of vessel and in good working order.	YES
Are periodical checks of navigating equipment made at sea.	YES
Is the standard magnetic compass in good working order.	YES ALSO IN STRONG GEAR
Is the gyro compass in good working order.	YES
Are the gyro repeaters (repeater) in good working order.	YES
If a gyro compass is not fitted is a spare magnetic compass (interchangeable with the standard magnetic) compass being carried.	NO
Are the gyro & magnetic compass error logs maintained and up to date.	YES
Is the number and operation of installed radars installed in accordance with SOLAS V/12.	YES
Is appropriate radar plotting equipment provided at the bridge.	YES
Is the course recorder in good working order.	NOT PROVIDED
Is the echo sounder working on all ranges and scales.	GRAPH & AWA LOG OK
Is the speed & distance indicator in good working order.	OK
Is the engine movement recorder in good working order.	YES
Are rudder angle and RPM indicators in good working order.	YES
Is the rate of turn indicator in good working order (vsls > 100,000 grt).	YES NOT PROVIDED
Is an operational day time signalling lamp onboard with spare batteries.	YES
Are there facilities to receive navigation warnings & weather forecasts.	YES
Are emergency batteries for navigation equipment and radio equipment in good order.	YES
Is the GMDSS installation in working order.	YES
Are GMDSS procedures displayed in the wheel house.	YES
Does the VHF radio installation comply with SOLAS.	YES
Is an approved radar transponder on board and suitably stowed.	TWO ✓
Is an operational NAVTEX receiver installed.	YES



VESSEL NAME: NORWAY	DATE: 29 Dec 02
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Navigation and Communication Equipment (All Ships): Note: It is not necessary to physically operate the bridge equipment. Operability of equipment may be ascertained by the inspector's judgement, verbally by ship's staff, observed from log book entries etc. Inspectors may request sample testing of equipment as considered necessary.

Inspection Item	Remarks
Is an operational INMARSAT system installed.	YES
Are EPIRBs correctly installed, inspected & tested with the vessels MMSI No.	YES
For which sea areas (A1, A2, A3, A4) is the vessel certified.	-
Are the vessel's manoeuvring characteristics displayed on the bridge.	YES
Are auto / manual and emergency steering changeover procedures displayed.	YES
Other observations:-	



VESSEL NAME: NORWAY DATE: 29 Dec 02

Weather Decks & Accommodation (All Ships) : *Note: It is not necessary to physically operate the equipment. Operability of equipment may be ascertained by the inspector's judgement, verbally by ship's staff, observed from log book entries etc. Inspectors may request sample testing of equipment as considered necessary.*

Inspection Item	Remarks
Does the physical condition and appearance of the external hull, weather decks, superstructures etc. present a well maintained vessel. <i>(Note: when carrying out initial and pre-registration inspections, Inspectors should examine fore & aft peak tanks and selected ballast tanks, void spaces moon-pools, cement rooms etc to obtain an overview of the vessel's structural condition – accelerated corrosion, buckling, wastage, coating breakdown, anode condition etc. Spaces inspected to be noted:FP, AP, No. 6 wbt etc.)</i>	EXCELLENT RECENTLY PAINTED BLASTED
Are cargo holds & compartments fit for purpose, including requirements for ventilation & drainage - initial and pre-registration inspections only.; <i>Inspectors should, selectively observe the internals of cargo holds, container fittings & cell guides etc for signs of abnormal wear & tear)</i>	NA
Is the vessel free from hull, valve or pipeline leakage liable to cause pollution	YES
Do winches, windlasses & capstans appear to be in good condition & being well maintained - inspect securing devices, brake linings & foundations	YES
Do mooring wires & ropes appear in good condition & free of joining splices	YES
Do bits, fairleads, chain stoppers & emergency towing arrangements appear in good condition with freedom of movement & being well greased	YES
Do cranes & derricks appear in good condition – observe appearance of hydraulic seals, drums, wires, hook, controls, boom rests & boom securing devices	YES
Is the SWL of cranes & derricks clearly marked on booms	NA
Do deck pipelines, electrical conduits & fittings appear in good condition, well maintained & free of temporary repairs	YES
Do watertight doors, port holes, fan flaps, ventilator closures, fire flaps & other closing devices, sounding pipes & air pipes appear in good condition & are they operable	TESTED BY DECCA 2/28/02
Are access and closing arrangements of cargo holds & compartments capable of being properly secured & sealed	YES
Does the fo'c'sle / fore peak bilge alarm operate on the bridge	NA
Do gangways (incl safety nets), steps & guard rails, stairways, pilot ladders & hoists, appear in good condition with non-slip surfaces as necessary	YES
Does the deck lighting appear adequate and properly maintained	YES
Are hull markings correctly placed, legible & in accordance with the vessel's carving & marking note	YES
Are Load Lines correctly marked & clearly indicated	YES
Does the accommodation appear hygienic, well lit, comfortable & tidy	YES
Are alleyways free of obstruction & emergency exits clearly marked	NO ONE OBS.
Are galleys, pantries, handling spaces & refrigerated spaces clean & tidy	YES
Are personnel alarms functioning in refrigerated spaces	YES



VESSEL NAME: NORWA-C	DATE: 29 Dec 02
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Weather Decks & Accommodation (All Ships): *Note: It is not necessary to physically operate the equipment. Operability of equipment may be ascertained by the inspector's judgement, verbally by ship's staff, observed from log book entries etc. Inspectors may request sample testing of equipment as considered necessary.*

Inspection Item	Remarks
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<p>Other Observations: Closures in good order STAIRS ladders & HAND RAILS STOWA & FIT</p>	
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VESSEL NAME: <u>NORWICK</u>	DATE: <u>29 Dec 02</u>
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Life Saving & Fire Fighting Equipment (All Ships): Note: It is not necessary to physically operate equipment. Operability and condition of equipment may be ascertained by the inspector's judgement, verbally by ship's staff, observed from log book entries etc. Inspectors may request sample testing of equipment as considered necessary.

Inspection Item	Remarks
Who is the safety officer onboard the vessel	<u>SAFETY MGR</u> DAK WARRICK
Are safety meetings held periodically	<u>YES</u> Date of last safety meeting ---> <u>8/25 +26</u>
Are safety signs and other important information displayed in English	<u>YES</u>
Is the ship's medical locker equipped in accordance with MN1726	<u>STAFFORD</u> HOSPITAL
Are Muster Lists correctly displayed & in good order	<u>YES</u>
Are fire control plans displayed within the accommodation areas	<u>YES</u>
Are SART's correctly located for rapid deployment in survival craft	<u>RELEAS</u>
Are lifeboat & liferaft operating instructions displayed	<u>YES</u>
Do lifeboat hulls and equipment appear in good condition	<u>YES</u>
Do lifeboat / liferaft launching mechanisms appear in good condition, free of wear, not painted and well greased	<u>STARBOARD BOATS IN WATER</u> YES
Are lifeboat engines, propulsion gear & steering well maintained & operational	<u>YES</u>
Are Lifeboats fully equipped with emergency items (ref checklist 32 items - SOLAS Chpt III, IV, Reg 41.8)	<u>YES</u>
Are lifeboats properly marked with people capacity & ship's name	<u>YES</u>
Are life rafts in good condition & service dates in order	<u>YES</u>
Do life raft hydrostatic release devices appear correctly attached and in good condition	<u>YES</u>
Are lifeboat engines run on test periodically:	<u>STARBOARD BOATS</u> Date of last test ----> <u>29 Dec 02</u>
Are lifeboats launched periodically:	<u>STARBOARD BOATS</u> Date of last launch ---> <u>29 Dec 02</u>
Inspectors are required to witness a boat drill and launching of lifeboats	<u>USCA - OIC</u>
Do lifebuoys, lifebuoy quick release mechanisms & self activating smoke floats appear in good condition	<u>YES</u>
Are life jacket donning notices posted	<u>YES</u>
Do pyrotechnics & line throwing devices appear in good condition, in date and identified by self - illuminating labels	<u>2005</u> YES
Are sufficient life jackets on board (including for children if carried) & fitted with whistle & light	<u>YES</u>
Are the main and emergency fire pumps fully operational	<u>TESTED 8/24</u> YES
Inspectors are required to witness remote starting of the emergency fire pump, pressurising of fire main and discharge from furthest deck monitor.	<u>29 Dec 02</u>
Are isolating valves in fire & foam lines clearly marked	<u>YES</u>
Is the International ship/shore connection clearly identified	<u>YES</u>
Do fire hydrants, hoses & nozzles appear correctly stowed & in good condition	<u>YES</u>
Do portable extinguishers and appliances appear in good order and in date	<u>YES</u>



VESSEL NAME: NORWAY	DATE: 29 Dec 2002
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Life Saving & Fire Fighting Equipment (All Ships): Note: It is not necessary to physically operate equipment. Operability and condition of equipment may be ascertained by the inspector's judgement, verbally by ship's staff, observed from log book entries etc. Inspectors may request sample testing of equipment as considered necessary.

Inspection Item	Remarks
Are manually operated "alarm points" clearly identified	YES
Are breathing apparatus sets and air bottles available ready for immediate use	YES
Are firemen's suits & equipment available for immediate use	IN 3 STATIONS YES
Inspectors are required to witness a fire drill	USCC - OK EIGHT
Does the fixed fire extinguishing system in cargo spaces conform to SOLAS requirements & appear in good condition: Date of last examination ->	N.D.
Are operating instructions for fixed fire extinguishing systems clearly posted at fire control points	YES
Are automatic fire doors and shutters fully operational - Inspectors to sight test records	TESTED 8/29/02
In the Galley, do fire control & ventilation measures appear adequate	YES
Are paint lockers protected by fixed fire fighting systems, fitted with explosion proof lights and provided with "No Smoking Signs"	HIGH FOG - HALON - CO2 YES
Other observations:-	



VESSEL NAME: <u>NORWAY</u>	DATE: <u>20 June 2002</u>
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Machinery & Equipment (All Ships) : *Note: Normally it is not necessary to physically operate equipment. Operability, availability and condition of equipment may be ascertained by the inspector's judgement, verbally by ship's staff, observed from log book entries etc. Inspectors may request sample testing of equipment as considered necessary.*

Inspection Item	Remarks
Does the main and auxiliary machinery & equipment appear to be fully operational and well maintained	✓ YES
Is an engine room log book in use & signed by Master & C/E	✓ YES
Are entries in the machinery space oil record book up to date and signed by the Master / Chief Engineer	✓ YES
Are Chief Engineer's emergency procedures & standing orders displayed in the ER control room.	✓ YES
Are pollution prevention procedures displayed in the control room	✓ YES
Is the fire & general alarm operational – Inspector to witness	✓ YES
Are machinery failure alarms and safety trips tested periodically – Inspector to sight test records	✓ YES
In the case of a UMS vessel is the UMS alarm system tested periodically: - Inspector to sight test record.	NA
Are all ventilation fan dampers operational and tested periodically - Inspector to sight test records & witness the operation of selected dampers	✓ YES
Are ER skylight closing mechanisms operational and tested periodically. Inspector to sight test records.	NA
Are bunkering procedures displayed in the engine room	✓ YES
Do fuel oil pipes and flexible hoses on engines and equipment appear in good condition and free of leaks	✓ YES
Do lubricating oil handling systems appear free of leaks	✓ YES
Are hot surfaces that could pose a fire hazard properly insulated	✓ YES
Is the general housekeeping & cleanliness of engine room, plating, machinery, bilges, stores and workshops to a good standard.	✓ YES
Do sea water systems appear free of leaks.	✓ YES
Is the bilge pumping system reported fully operational	✓ YES
Is the emergency bilge suction valve clearly marked	✓ YES
Is the OWS operational (sight oil record book)	✓ YES
Are operating procedures posted in the vicinity of the OWS	✓ YES
Is the OWS ship side overboard valve locked shut in port	✓ YES
Are main switchboards, generators and other electrical equipment protected from potential water spray and adequately provided with insulated floor matting	✓ YES
Are ER lighting levels adequate for safe access / operation	✓ YES
Do the ER lighting emergency batteries appear in good condition and tested periodically – Inspector to witness operation of lights or sight test records	✓ YES



VESSEL NAME: <u>NORWAY</u>	DATE: <u>29 Aug 02</u>
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Machinery & Equipment (All Ships) : Note: Normally it is not necessary to physically operate equipment. Operability, availability and condition of equipment may be ascertained by the inspector's judgement, verbally by ship's staff, observed from log book entries etc. Inspectors may request sample testing of equipment as considered necessary.

Inspection Item	Remarks
Is the emergency generator in a continual state of readiness, fuel tank fully charged and starting instructions clearly displayed	TESTED YES
Inspectors are required to witness the starting (by auxiliary hydraulic or battery starter) and excitation of the emergency generator	TESTED 29 Aug 02
Does the electric welding equipment appear in good condition and are operating procedures displayed	YES
Does the gas welding / burning equipment – hoses & fittings - appear in good condition, correctly stored in ventilated compartments and with operating procedures displayed	YES
Are the main and auxiliary steering control systems operational	YES
Is the emergency steering gear tested periodically – Inspector to sight test record	2 weeks 15 Aug 02
Inspectors are required to witness operation of main & auxiliary steering systems and the change over and testing of the emergency steering gear.	TESTED 29 Aug 02
Are emergency steering changeover procedures clearly displayed in the steering flat.	YES
Is the steering gear emergency oil reserve tank fully charged.	YES
Are communications between steering compt & bridge satisfactory.	PHONE/TELEGRAPH YES
Is the steering compass and the rudder angle indicator clearly visible at the emergency steering position.	YES
Are suitable gratings and handrails fitted around the steering gear	YES
Are escape routes clearly marked from all levels in the ER	YES
Are emergency exit doors accessible & clear of obstructions	YES
Are machinery space fire doors operational and well maintained	YES
Are watertight doors correctly marked & operational	YES
Is the machinery space emergency escape trunk clear & properly equipped	YES
Other observations:- E/R GIVES IMPRESSION THAT GOOD MAINT. PRACTICES ARE IN EFFECT	



VESSEL NAME: NORWAL DATE: 29 Dec 2022

Oil / Chemical Tanker & Gas Carrier Supplement: *Note: It is not necessary to physically operate equipment. Operability, availability and condition of equipment may be ascertained by the inspector's judgement, verbally by ship's staff, observed from log book entries etc. Inspectors may request sample testing of equipment as considered necessary.*

Inspection Item	Remarks
Is the vessel provided with Company procedures with regard to safe cargo operations	
Are smoking regulations being adhered to	
Are company specified safety procedures utilised for hot-work	
Is shore management consent required for hot-work external to the Engine room	
Is the accommodation air conditioning system on re-circulation during cargo operations	
Are external doors, portholes, windows etc. kept closed	
Do external light fittings appear gas tight & in good order	
Are pump room / enclosed space entry procedures identified and complied with	
Are portable gas/ O ₂ analysers operational and provided with suitable means for zero / span calibration and spare batteries	
Is rescue equipment including breathing apparatus and stretcher available for immediate use	
Is a rescue hoist fitted in the top of the pump room	
Are pump-room ventilation & exhaust fans in good order	
Is pump-room lighting of a gas-tight type & in good order	
Is the pump room free of pipeline or machinery oil leakage into bilges	
Is the ballast water monitoring equipment in good order	
Does the cargo venting system including inert gas lines, mast risers, high velocity vents and vent stacks appear in satisfactory condition	
Is the IGS, including instrumentation, alarms & trips, pressure and oxygen recorders fully operational	
Are cargo tanks being maintained at a positive pressure & acceptable O ₂ content	
Is the IGS bridge alarm operational	
Is the water level in the IGS deck seal correct	
Does the IG non-return valve appear to be operating	
Is there approved Crude Oil Washing Operations & Equipment Manual on board	
Do gas carrier tank domes and associated fittings in satisfactory condition	
Are air interlocks & alarms working satisfactorily – inspector to sight test records	
Is the Emergency Shut Down System working satisfactorily – inspectors to sight test records	
Other observations:-	



VESSEL NAME: <u>NO RWAY</u>	DATE: <u>29 Sept 2002</u>
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Passenger Ship Supplement: Note: It is not necessary to physically operate equipment. Operability, availability and condition of equipment may be ascertained by the inspector's judgement, verbally by ship's staff, observed from log book entries etc. Inspectors may request sample testing of equipment as considered necessary.

Inspection Item	Remarks
Are stability calculations carried out routinely prior to before departure	YES/TAUES NO
Is a Bahamas Official Log Book Part II in use	YES
Is a Decision Support System available on the Bridge	YES
Is an Approved SAR Plan available - Passenger Ships on Fixed Routes	YES
Is a list of operational limitations available	YES
Are instructions available for the Closure of Hull Openings, Watertight Doors, Openings in Watertight Bulkheads	YES
Are log book entries routinely made to confirm closure of cargo loading doors.	YES
Are bow door status indication lights installed on the bridge and functioning as required.	NO/YES
Is a functioning distress and ship's position communication panel installed in the wheel house close to the conning position	YES
Are w.t. doors in good condition and correctly marked.	YES
Are w.t. doors being function tested on a weekly basis	YES
Is a satisfactory passenger counting system in use	YES
Do procedures for crowd control, mustering & evacuation appear adequate	YES
Are "emergency situation" instructions to passengers of an adequate standard and displayed widely throughout the vessel's public spaces	YES
Are crewmembers trained in emergency procedures and communications	YES
Does the vessel provide lists of handicapped passengers & their location and are crew assigned to them in an emergency	YES
Are emergency exits from public spaces correctly marked and free to be opened	YES
Are adequate emergency instructions displayed in passenger lifts	YES
Is the vessel's public address system in good order and connected to an emergency power source.	YES
For High Speed Craft – are seat belts provided and in good order	YES
For passenger ships >1000 GT: are two or more independently driven fire pumps located in separately protected compartments	YES
Are fire doors & shutters operational and being tested regularly	YES
Are smoke detectors throughout the vessel being tested regularly	YES
Are sprinkler systems in accordance with SOLAS and are they well maintained and tested periodically	YES
Are sprinkler water supply systems, in a state of immediate readiness	YES
Are fire patrols properly trained and equipped with portable radios	YES



VESSEL NAME: NORWAY	DATE: 29 Dec 2002
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Passenger Ship Supplement: Note: It is not necessary to physically operate equipment. Operability, availability and condition of equipment may be ascertained by the inspector's judgement, verbally by ship's staff, observed from log book entries etc. Inspectors may request sample testing of equipment as considered necessary.

Inspection Item	Remarks
<p>Other observations:-</p> <p>Ship gives impression that ship is operated to a high standard of good seamanship</p>  <p>BMA 247</p>	