



Australian Government

Australian Maritime Safety Authority

SEA TRIAL CHECK LIST

This completed verification checklist is to support an application for an Exemption to AMSA for a sea trial (using AMSA Form 288) to be undertaken where the vessel will not have the appropriate statutory certification under the *Navigation Act 2012* for the intended voyage.

Classification Society Rules and requirements are not considered within this checklist – it is assumed that any developed sea trial program will include Classification Society related classification requirements / trials running in parallel addressed by their attending Surveyors.

It is a condition that the appointed Master of the vessel keeps this document on the vessel at all times when the exemption is in force.

The Master will have and retain overall responsibility in maintaining the effectiveness of matters referenced in this checklist throughout the sea trials period.

This document does not consider any requirements imposed under State or Northern Territory local waterways management legislation. AMSA recommends that the owner/master contacts the local marine safety agency to discuss the sea trial and ascertain any local requirements and/ or limitations that are to be complied if all or part of the part of the trials are to be conducted within the waters of the State or Northern Territory.

Where an AMSA appointed RO has been contracted to provide Classification Services only, AMSA is to be advised as soon practicable after project commencement to allow discussion with the Shipbuilder on the best approach.

A. Particulars of ship

The vessel named below is stated to be carrying the following number of persons during the period of the trials:

No. of crew	No. of Other personnel*

Note. 1 Fire and safety equipment carried and installed on board must be appropriate for the number of persons to be on board at the time of the sea trial. The requirements under the Marine Orders of the *Navigation Act 2012* are to be used as reference.

Note *: 'Other persons' comprise the following: Service technicians, Contractors, Shipyard employees, Owner's representatives, media, flag Administration representatives and invited persons. The exact combination and numbers of persons within each group may vary from day to day. AMSA recommends the number of non-essential personnel on board is limited during sea trails (e.g. not including contractors that can undertake their work whilst the vessel is in port)

Name of ship	IMO Number	O/N or Temp. Pass Ref.
Gross tonnage	Type of Vessel	Port of registry

Describe the location of the sea trial as provided in the passage plan:

Day / Night / Overnight (Delete as appropriate) Note: Night operations considered to be conducted between the hours of sunset to sunrise.

Date of intended sea trial	
Commencing	Concluding

B. Sea trial minimum safety requirements

Sea trials - minimum safety requirements - checklist	Date verified	Standard	OQE (Objective Quality Evidence)	Recognised Organisation comments
Living and working conditions				
1.	There is access onboard to operational sanitary facilities including flushing toilets, hand washing/ drying facilities services (with soap, hot and cold running water) during the sea trials.			
2.	Has any consideration / approvals been conducted on internal / external stairways in respect to the statutory certification for the vessel.			
3.	If overnight sea trials, are appropriate accommodation berths, catering and sanitary services available?			

Sea trials - minimum safety requirements - checklist		Date verified	Standard	OQE (Objective Quality Evidence)	Recognised Organisation comments
4.	Medical kit complying with NSCV Scale F on board for the sea trial.				
Subdivision and stability, machinery and electrical installations					
5.	Lightweight/stability test carried out and stability calculation approved by a Recognised Organisation and is verified appropriate for the sea trial.				
6.	Internal and External Watertight integrity of vessel has been verified and tested to satisfaction of attending surveyor.				
7.	Electric Power generation tested with regard to safety & shut down functions. (e.g., lube oil, over speed, cooling water, overloads, under voltage and low frequency trips, etc.).				
8.	Main Propulsion system tested including shutdowns and over-speed trips (as much as possible) and full operational (including alarms and monitoring equipment).				
9.	Emergency power supply is fully commissioned, and function tested.				
10.	Emergency lighting throughout vessel operational and connected to emergency supply.				
11.	Crane, towing arrangements and emergency anchoring complete and in a state of readiness for use / deployment				
Fire protection, fire detection and fire extinction					
12.	Fire pumps and fire system tested, fully commissioned and ready for use.				
13.	Fire equipment installed and situated as per Recognised Organisation approved fire plan.				
14.	Fire dampers and ventilation remote stops tested satisfactorily.				

Sea trials - minimum safety requirements - checklist		Date verified	Standard	OQE (Objective Quality Evidence)	Recognised Organisation comments
15.	Fixed firefighting system tested, commissioned (including alarms) and ready for immediate use.				
16.	Fire detection system including smoke and thermal detectors tested and commissioned.				
17.	Evacuation and escape routes marked as per applicable approved plans.				
Weathertight and watertight integrity					
18.	Bulwarks and guardrails in place as per requirements of approved plans for sea trial operations. (Load Line, etc)				
19.	Watertight and weathertight doors and hatches are fully tested and operational.				
Safety and emergency arrangements					
20.	P.A. system, fire & general alarm in operation and commissioned. System capable of communicating emergency signals as per Marine Order 21 requirements. Note: Marine Order 21 emergency procedure requirements apply to both Australian and Foreign flagged vessels.				
21.	Bridge visibility complies with Marine Order 21. Note: Marine Order 21 visibility requirements apply to both Australian and Foreign flagged vessels.				
22.	For vessels intending to be certified under the High-Speed Craft Code as referenced in Marine Order 49 (MO 49) For MO 49 s.14 (a) (iii) or s.14 (b) (iii) Arrangements comply with clause 15.3. Field of vision from the operating compartment				
23.	Pilot embarkation arrangements are provided where transfer of persons or pilot is required.				

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24.	Steering system (including emergency steering arrangements) tested (as much as possible) and fully operational (including alarms and monitoring equipment).				
Life Saving Appliances					
25.	Life-saving appliances provided for XX persons (Crew + Other personnel) as stated in Section A.				
26.	Lifejackets provided for designated number of persons onboard in accordance with Marine Order 25 Section 24 and Schedule 1, 8 (1).				
27.	Vessel has means for MOB Recovery and procedures in place.				
28.	Any embarked life-saving equipment onboard but not commissioned for use in emergency is clearly marked, cordoned off and noted within drill procedures and SMS.				
Safety of navigation and radio equipment					
29.	Navigation systems and all associated equipment are fully commissioned and operational.				
30.	A report from an RO approved radio service provider that the radio installation has been tested and is fully operational. Report of equipment installed to be provided to AMSA.				
Prevention of collisions					
31.	Navigation lights etc. in order and verified in compliance with COLREGs as applied through Marine Order 30				
Marine pollution prevention					
32.	Bilge system tested in machinery spaces, voids spaces, etc. with respect to both, function and "addresses".				

Sea trials - minimum safety requirements - checklist		Date verified	Standard	OQE (Objective Quality Evidence)	Recognised Organisation comments
	Note: If tested during the sea trial to be tested using uncontaminated water not that has not been in contact with oil or machinery space.				
33.	Quick closing valves for fuel and oil tanks tested.				
34.	Remote stop of pumps/separators/ventilation/oil tanks tested and confirmed to be operational.				
35.	All sea valves with indication tested.				
36.	Tank sounding system tested and verified including any monitoring equipment.				
37.	Sewage and oily water separator overboard discharges are secured closed and operational procedures put in place to ensure oily bilge water, bilge water and sewage generated during trials are retained on board.				
38.	SOPEP is maintained on board and procedures are included for the sea trial to ensure operation of overboard discharges does not contravene the Protection of the Sea (Prevention of pollution Ships) Act. Note – Surveyors should be able to sight written procedures, placarding, and physical devices/equipment used to assist pollution prevention.				
39.	Hull coatings comply with the International Convention on the Control of Harmful Anti-fouling.				
General					
40.	Where application has been made to AMSA for an exemption/equivalence/waiver, etc, the RO has undertaken the review, AMSA has provided 'in principle agreement' - and arrangements on board have been verified by the RO.				

Sea trials - minimum safety requirements - checklist		Date verified	Standard	OQE (Objective Quality Evidence)	Recognised Organisation comments
41.	Verify, sight, and obtain a copy of the <u>Master's Declaration</u> , that a safety management system, complying with the requirements of ISM Code Part A is provided and implemented on board for the sea trials.				
42.	Vessel registered in the Australian International or general register for the ship holds a temporary pass.				
43.	Operational limitations imposed by the RO/ Classification Society as part of meeting their respective Rules and Regulations have been correctly transposed and prominently displayed in appropriate locations. (Note: AMSA may in addition impose conditions on any issued Exemption for the purposes of conducting sea-trials).				
44.	Ballast system with indications for valves and levels tested.				

Notes to completing the table:

1.0 All OQE sections are to be completed either by the Shipyard or the appointed Master taking the vessel to sea.

1.1 Omissions are not acceptable.

1.2 Where a visual on-site verification forms a part of the OQE the Recognised Organisation is to attend.

1.2.1 If the Recognised Organisation does not attend, this is to be recorded by the Recognised Organisation in the comments section provided and the reason for non-attendance provided.

2.0 Copies of OQE supporting documents(when used) are to be provided to the Recognised Organisation verifying the content of the Checklist.

3.0 The date to be entered is the date on which the Recognised Organisation verified the OQE against the vessel installation, equipment or system.

3.1 Where the Shipbuilder or the Master requires further work on a line item after an entered verification date:

3.1.1 The Recognised Organisation is to be notified, by the Shipbuilder or Master with details.

3.1.1.1 The Recognised Organisation may exercise its discretion regarding its action; and

3.1.1.1.1 A dated suitably worded comment is to be added to the comments section recording the matter.

4.0 Any adverse findings made by the Recognised Organisation are to be addressed by the Shipbuilder

Checklist review and verification carried out between the following dates:

For and on behalf of the Shipyard: <<Enter Shipyard name>>

Name of Person

Position in the Shipyard

Signature

Date of signing

By the appointed Master of the vessel:

Name of Master

Company

Signature

Date of signing

Recognised Organisation

Name of Surveyor

Recognised Organisation

Signature of Surveyor

Date of issue