

## SCHEDULE 2

Regulations 5(2) and (6),6(3) and (4), 7(2)  
and (6)

### Pre-commencement inspections and regular inspections

#### Part 1

#### Specific requirements for ships in regular service

##### Interpretation

1. In this Part, the reference to “Annex C of Marine Guidance Note 610 (M+F)(1)” includes a reference to any document amending or replacing that Annex which is considered by the Secretary of State to be relevant from time to time.

##### Verification of specific requirements

2. The requirements for a ship in regular service that must be verified are—
- (a) that the master—
    - (i) is provided with information on the availability of shore-based navigational guidance systems and other information schemes to assist the master in the safe conduct of voyages before the ro-ro passenger ship or high-speed passenger craft begins to sail, and
    - (ii) makes use of the navigational guidance and information schemes referred to in Annex C to Marine Guidance Note 610 (M+F);
  - (b) that the relevant provisions of paragraphs 2 to 6 of MSC/Circular 699 of 17 July 1995 ‘Revised guidelines for passenger safety instructions’(2) are applied;
  - (c) that a written table with the shipboard working arrangements is posted in a place that is easily accessible by the crew and officers, and contains—
    - (i) the schedule of service at sea and service in port, and
    - (ii) the maximum hours of work or the minimum hours of rest required for watchkeepers;
  - (d) that the master is not constrained from taking any decision which, in the master’s professional judgement, is necessary for safe navigation and operation, in particular in severe weather and in heavy seas;
  - (e) that the master keeps a record of navigational activities and incidents which are of importance to the safety of navigation;
  - (f) that arrangements are in place to ensure that any damage to, or permanent deflection of shell doors and associated hull plating that may affect the integrity of the ro-ro passenger ship or high-speed passenger craft, and any deficiencies in the securing arrangements of such doors—
    - (i) will be promptly reported to both the administration of the flag State of the ship concerned and the Maritime and Coastguard Agency; and

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(1) MGN 610 (M+F) Navigation: SOLAS Chapter V – Guidance on the Merchant Shipping (Safety of Navigation) Regulations 2020 (S.I. 2020/673). This guidance is produced by the Maritime and Coastguard Agency and may be obtained in copy from the Maritime and Coastguard Agency, Spring Place, 105 Commercial Road, Southampton SO15 1EG, and on [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904612/MGN\\_610\\_2020.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904612/MGN_610_2020.pdf).

(2) MSC/Circular.699, adopted by the Maritime Safety Committee of the International Maritime Organization on 17 July 1995. The Circular may be obtained in copy from the International Maritime Organization of 4 Albert Embankment, London SE1 7SR and on [https://www.imorules.com/MSCCIRC\\_699.html](https://www.imorules.com/MSCCIRC_699.html).

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- (ii) if applicable, where any related work to the shell doors and associated hull plating is required that this is carried out promptly and to the satisfaction of the administration of the flag State of the ship concerned and the Maritime and Coastguard Agency;
- (g) that an up-to-date voyage plan is available before the departure of the ro-ro passenger ship or high-speed passenger craft on its voyage and that in preparing the voyage plan the guidelines set out in IMO Assembly Resolution A.893(21) of 25 November 1999 ‘Guidelines for voyage planning’<sup>(3)</sup> are taken fully into account;
- (h) that general information about the services and assistance available to elderly and disabled persons on board is made known to such passengers and is made available in formats suitable for people with impaired sight.

## Part 2

### Procedures for inspections

#### International convention requirements

3.—(1) An inspection must ensure that the ship complies with all relevant statutory requirements, including in particular, those relating to—

- (a) construction;
  - (b) subdivision and stability;
  - (c) machinery and electrical installations;
  - (d) loading and stability;
  - (e) fire protection;
  - (f) maximum number of passengers;
  - (g) life-saving appliances;
  - (h) the carriage of dangerous goods, and
  - (i) radiocommunications and navigation.
- (2) An inspection must include—
- (a) the starting of the emergency generator;
  - (b) an inspection of emergency lighting;
  - (c) an inspection of the emergency source of power for radio-installations;
  - (d) a test of the public-address system;
  - (e) a fire drill, including a demonstration of the ability to use firemen’s outfits;
  - (f) the operation of the emergency fire-pump with two firehoses connected to the fire main line in operation;
  - (g) the testing of the remote emergency stop controls for fuel supply to boilers, main and auxiliary engines, and for ventilation fans;
  - (h) the testing of remote and local controls for the closing of fire dampers;
  - (i) the testing of fire detection and alarm systems;
  - (j) the testing of proper closing of fire doors;

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(3) The guidelines may be obtained in copy from the International Maritime Organization of 4 Albert Embankment, London SE1 7SR and on [https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/AssemblyDocuments/A.893\(21\).pdf](https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/AssemblyDocuments/A.893(21).pdf).

- (k) the operation of bilge pumps;
  - (l) the closing of watertight bulkhead doors, both from the local and remote-control positions;
  - (m) a demonstration that shows that key crew members are acquainted with the damage control plan;
  - (n) the lowering of at least one rescue boat and one lifeboat to the water, starting and testing their propulsion and steering system, and recovering them from the water into their stowed position on board;
  - (o) checking that all lifeboats and rescue boats correspond to the inventory;
  - (p) the testing of the ship's steering gear and auxiliary steering gear.
- (3) The inspection must assess the familiarisation of crew members with, and their effectiveness in—
- (a) safety procedures,
  - (b) emergency procedures,
  - (c) maintenance,
  - (d) working practices,
  - (e) passenger safety,
  - (f) bridge procedures, and
  - (g) cargo and vehicle-related operations.
- (4) Seafarers' ability to understand and, where appropriate, give orders and instructions and report back in the common working language, as recorded in the ship's logbook, must be checked.
- (5) The documented evidence that crew members have successfully followed special training must be checked, in particular with regard to—
- (a) crowd-management training,
  - (b) familiarisation training,
  - (c) safety training for personnel providing direct safety assistance to passengers in passenger spaces, and in particular to elderly and disabled persons in an emergency, and
  - (d) crisis management and human behaviour training.
- (6) The inspection must include an assessment of whether rostering patterns are causing unreasonable fatigue, particularly for watch-keeping personnel.
- (7) A check of the Certificate of competency for each member of the crew serving on board the ship to ensure that the individual complies with the relevant requirements of the Merchant Shipping (Standards of Training, Certification and Watchkeeping) Regulations 2022(4).