

MUA VESSEL INSPECTION CHECKLIST

Vessel: Sri Lanka

Date of Inspection: 1 October 2014

Location: Busan

Inspection conducted by: A. Evans

Position:

WA Branch Deputy Secretary

	Y	N	N/A	Comments
1. Access				
Gangway set correctly and net in place. No slip knots	Y			
Hatchways above ladders can be secured		X		Most hatchways have no securing mechanism and of those that do, many were damaged. Some hinges were also damaged. Ladder access hatches are too small and should have opening of 760mm from ladder to back where possible (min 600mm x 600mm). For example, bay 1 has a light at back of ladder with only 550mm clearance. Bay 55? Has inadequate clearance at walkways and ladderways which can't be modified due to structure. On lashing platforms throughout the vessel, the ladder landing at height 82 is only 400mm. (I almost fell down open hatch during inspection) Should be minimum 750mm.
Handgrips present at top of ladder		X		Bays with lashing platforms have single rail in the centre of the ladderway. Required to have 2 handrails extending at least 1m above landing.
Walkways clear of obstructions and trip hazards.		X		All walkways had lashing gear all over walkways at time of inspection. Lashing stowage is below platform in forward bays. In bays with lashing platforms, the lashing bars are stored below feet and outside of railing which is a manual handling hazard
Walkways access complies (refer M032 & Vessel Survey) 550mm		X		Most bays non-compliant with walkway below the minimum 550mm clear of any obstruction partly due to fixed railings at most bays.
Lashing eyes (points) above walkway deck		X		Many bays have work area below feet and away from body. All bays have fixed safety rails which make the work area a hazard as lashers are required to reach through the rails to access

				work area. Example – Bay 1 has work platform 200mm above deck level.
Vertical ladders >3m have safety hoops — (bottom hoop is at least 2m from the base of the ladder)		X		Access from deck level to below has no safety hoop, however this access should be avoided and alternate access passage utilised
Provision of safe access / egress to under deck stows	Y			There should be minimal requirement to access below (only for breakdown).
Life rings in position	Y			
2. Edge Protection				
Outboard cells are provided with safety rails sufficient to prevent a person falling overboard.		X		Bays forward of lashing platforms need to ensure landings extend to the outermost corner of the outboard container and have adequate fall protection in the form of railing
Where provided chains/restraints or equivalent are in place on outboard platforms.		X		
Provision for railings (top and mid-rail) around open hatches including safety chains.		X		Some bays don't have adequate railings. This was discussed with Master and C/O and they are now aware of the requirement
Stanchions are 1m in height and no more than 2m apart		X		As above. Stanchions must be secured and no less than 2m apart with two parallel rails (top rail 1m in height).
Rails (Rope or wire) are taut & in good condition	Y			Vessel had Rope and Wire railings, both were appropriately secured
3. Housekeeping				
Walkways are clear of lashings, loose gear, reefer cables and other trip hazards.		X		Lashing gear everywhere at time of inspection. Reefer cables not a hazard with plug location on lashing platform
Lashing gear in serviceable condition and adequate amount available.	Y			
Bins / racks for stowage of lashing gear are provided and accessible to point of work.	Y			
Cell guides in good condition.	Y			Accessible bays were in good condition at time of inspection
Lashing bars can be handled at or below shoulder height		X		Lashing platforms are located as such that lashers are required to hold bars away from body to access to containers.
Provision for Lashing Gear		X		Storage location is below feet and outside of railing on lashing platform
4. Lighting				
Adequate lighting is provided at all points of work for all (un) lashing and cargo operations.			?	Inspection was performed in daylight hours. Access routes require 10 lux minimum

				Ladders and gangway requires 20 lux minimum Work areas require 50 lux minimum
5. Ships gear / Cranes				
Inspection and maintenance logs kept and available for all wires and lifting gear. (e.g. chains, slings etc)			N/A	
Ships crane stowed to waterside and boom below the top of crane pedestal			N/A	
Slings for pre —slung cargo are accessible			N/A	
6. Reefers				
Cables are stowed away from walkways	Y			
Power is switch off in proximity to lashing activities	Y			
7. General Comments				
Walkways are generally away from lids and have fixed rails requiring lashers to reach out and through rails creating a manual handling hazard. Most walkways are below minimum 550mm clear access width due to fixed rails. If Rails were replaced with temporary fencing (when working below) minimum width would not be an issue. However most bays have sizeable gaps between walkways and hatchlids and in some cases are not level with lids. Access ways should be made level with lid and without any gaps that lashers may fall through.				
Bay 3 and 5 port and starboard extremities should be made into platform with hatch or at the very least have chain to prevent accidental fall risk				
Bay 5 has obstructions that reduce walkway to 350mm				
Bay 5/7 port starboard extremities need fall protection rail moved outboard as outer edge of container is around 500mm outside of rail				
Paint all uneven surfaces in walkways or modify where possible				
Bay 49 port and starboard extremities need to remove rail from platform and extend platform to edge of container when landed. Protection chain to be attached when no container in place. This was discussed in detail with Master and C/O				
Bay 51 height below lashing platform is 1950mm (requires min 2000mm) suggest move cabling to achieve addition height				
Bay 51 has obstructions which cant be removed at portside cells and lashing will not be able to be done in that area.				
Lashing gear storage on lashing platform should be located at an accessible position that does not require lashers to reach out through rails to access below feet.				
8. Recommendation				
Given the significant number of deficiencies, I would recommend this vessel is not placed on charter and a compliant vessel should be sought. Note while many deficiencies can be modified at considerable expense, others are structural and unable to remedy which are likely to cause those bays to be deemed unsafe to operate by Australian Stevedores.				