**THIS REPORT MUST BE POSTED ON BRIDGE WHILE IN SEAWAY WATERS**

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|  | ***The Great Lakes – St. Lawrence Seaway System******Seaway Ship Inspection Report*** |  |
| ***For Seaway Ship Inspector use only*** | **Inspection Type:**Enhanced Ship Inspection [ ]  Foreign Ship Self Inspection [ ]  Inland Ship Self Inspection [ ]  |
| **Transit Approval** | **PC Number:** |
| Upbound [ ] Down bound [ ] Round Trip [ ]  | Season [ ] Two Seasons [ ]  | **Date next ESI required:** |
| **For guidance, please consult the *“Instructions & Guidelines to Shipmasters for completing the Seaway Ship Inspection Report”*** |
| 1. **GENERAL INFORMATION**
 |
| Ship Name: | Ex Name(s): | IMO No.: | Registry/Flag state: |
| Ship Type: | GRT: | Classification Society: |
| Owner/Operator: | Pre-clearance Agent: |
| Master’s Name: | Ship Cell Phone: | Ship’s V-SAT Phone: | Ship’s Email: |
| 1. **TRANSIT INFORMATION** *(Section 2 is for* ***foreign ship*** *self-inspection only)*
 |
| ETA Seaway: | Last Foreign Port of Call: | Great Lakes Ports of Call: | Present Cargo: |
| Drafts @ arrival to Seaway:Port (M) -FWD: MID: AFT:Starboard (M) -FWD: MID: AFT: | Type of Deck Cargo: | Height of Deck Cargo: | Air Draft: |
| 1. **SHIP’S CONTRUCTION & PARTICULARS**
 |
| Date of next scheduled dry docking: | Required drafts to achieve 100% immersion of bow thruster & propeller, **and**for air draft ≤ 35.5mFWD: AFT:  |
| ***The remainder of section 3 for Seaway Ship Inspector use only*** |
| OAL:M | LBP:M | Beam:M | Moulded Depth:M |
| Bulbous Bow: [x]  | Shipyard: | Hull Number: | Year of Construction: |
| Ice Class: | Main Engine – Type: | Main Engine – Number: | Main Engine – Rated Power: |
| MastsHeight above keelDistance from perpendicular | FWD Mast | MID Mast | AFT Mast |
| M | M | M |
|  M FWD/AFT |  M FWD/AFT |  M FWD/AFT |
| Block Diagram | Bridge Wings | FWD Crane | AFT Crane |
| Height above keel | M | M | M |
| Distance from perpendicular | M FWD/AFT | M FWD/AFT | M FWD/AFT |
| Distance from ship side | M | M | M |
| Floodable Cargo Hold [ ]  | FWD: M | AFT: M |
| Min Seaway Ballast Drafts – for ship’s > 185m OAL transiting the Welland Canal | FWD: M | AFT: M |
| 1. **CERTIFICATES & DOCUMENTATION**
 |
| Safe Manning Document | Minimum Number of Crew as per SMD: | Minimum number of Deck Officers as per SMD: | Minimum number of Engineers as per SMD: |
| Number of Crew aboard | Deck Officers: | Engineers: | Crew List – Total Number: |
| 1. **DECK – EQUIPMENT CHECKS, VERIFICATIONS & TIE-UP STRATEGY**
 |
| Mooring Equipment  | Type of Mooring Winches: | Mooring line Information: |
| Wire or synthetic:Diameter:Breaking strain: | Elongation (synthetic):Size of spliced eyes: |
| Hand/Heaving lines [ ]  | Type of Fairleads: | Roller Fairleads - Free Turning[ ]  | Type & Size of Fenders: |
| Protrusions beyond the ship side (other than fenders) [ ]  | If YES, provide details: | Stern Anchor [ ]  | Anchor Buoys [ ]  |
| Steering Light(s) [ ]  | Draft Marks [ ]  | Fire Control Plan stowed outside of accommodations[ ]  | Oil Tank Vent & Bunkering Station Containment [ ]  |
| Tie-Up Strategy  | MLO–Self [ ]  | MLO-Third Party [ ]  | MLO–None [ ]  |
| Welland Canal–Self [ ]  | Welland Canal–Third Party [ ]  | Welland Canal–None [ ]  |
| Landing Booms(see attachments) [ ]  | Landing BoomTest Certificates [ ]  | Maintenance Records [ ]  | Crew Training Records [ ]  |
| **Third Party Service Provider Details*****NOTE 1:*** *Identify ship’s tie-up service provider in each region if applicable.****NOTE 2: T****he ship must report any changes to their tie-up strategy &/or service providers to the Seaway.* | Service provider for MLO: | Service provider for Welland Canal: |
| 1. **BRIDGE**
 |
| Gyrocompass [ ]  Error =  | Standard/Magnetic Compass [ ]  | Radar(s) [ ]  No. X-band:  No. S-band:  | Echo Sounder [ ]  |
| CPP Indicator [ ]  | Wrong Way Pitch Alarm [ ] (audible & visual) | Wrong Way PropellerAlarm [ ] (audible & visual) | Whistle [ ]  |
| Telegraph [ ]  | Integrated telegraph/ bridge control [ ]  | Shaft RPM indicator [ ]  | Navigation Lights [ ]  |
| GPS w/SBAS [ ]  | AIS transponder [ ]  | ECDIS [ ]  Type of Back-Up: | ECS [ ]  |
| Charts & Publications [ ]  | Seaway Handbook [ ] Edition: | VDR [ ]  | NAVTEX [ ]  |
| VHF Radios [ ] Number:  | GMDSS [ ]  | Anemometer [ ]  | DIS [ ] Initial Transit Checklist submitted [ ]  |
| Rudder Angle Indicator [ ]  | Steering Type: | Rudder Type: | High Lift (Angle) Rudder [ ]  |
| Steering Gear Alarms Tests(audible & visual Bridge & ER) | Steering Power Loss Alarm [ ]  | Steering Phase FailureAlarm [ ]  | Steering Low Oil Alarm [ ]  |
| Steering Gear Tests*Record time taken to go from* *35° to 30° opposite helm* | Follow-Up Pump No 1:= seconds | Follow-Up Pump No 2:= seconds | Follow-Up 2 Pumps:= seconds |
| Rudder will travel from 35° to 35° opposite helm [ ]  | NFU – tested [ ]  |
| ***For Seaway Ship Inspector use only*** | Maneuvering Information (posted as per Schedule I of the Seaway Handbook) [ ]  |
| 1. **ENGINE ROOM**
 |
| Bridge/ER Communications [ ]  | Steering Machinery Type: | Emergency Steering Type: | Emergency Steering Test [ ]  |
| Propeller TypeFixed Blade [ ] CPP [ ] Other: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ [ ]  | Wrong Way Pitch Alarm [ ] (audible & visual) | Wrong Way PropellerAlarm [ ] (audible & visual) | Wrong Way Engine Lock [ ]  |
| Reversible Engine [ ]  | Bow Thruster [ ] Rating:Operational [ ]  | Stern Thruster [ ] Rating:Operational [ ]  | Oily Water Separator/Filter & Monitor [ ]   |
| Marine Sanitation Device [ ]  | MSD Type: | MSD Approval: | MSD Capacity : |
| Starting Air Compressors [ ]  | Starting Air Receivers/BottlesOpened [ ] Empty of water [ ]  | Bilge Water Holding Tank [ ]  | Bilge Water Holding Tank Capacity: |
| Ballast Water Treatment System [ ]  | BWTS Type: | BWTS Approval: | BWTS Capacity: |
| Generators – Number: | Generators – Output Power Rating(s): | Number Required online for Seaway Transit: | Emergency Generator Test[ ]  |
| Emergency Fire Pump test [ ]  |  |  |  |
| EEXI Requirements(MARPOL – Annex VI) | Overridable Engine Power Limitation (EPL) [ ]  | Mechanical EPL [ ]  | Electronic EPL [ ]  |
| Overridable Shaft Power Limitation System (SHaPoLi) [ ]  |
| 1. **TRANSIT CONDITIONS & BLOCK DIAGRAM REMARKS *(for Seaway Ship Inspector use only)***
 |
| 1. **OTHER**
 |
| Modifications to ship structure since last inspection:No modifications [ ]  |
| Remarks and/or non-conformities: |
| Inspection Details | Date of Inspection: | Time of Inspection: | Location of Inspection: |
| Print Name & Signature\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Master | Print Name & Signature\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_DPA*(for Inland self-inspection only)* | Signature\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_GLS Ship Inspector | Signature\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_SLSMC Ship Inspector |
| **ATTACHMENTS *(attach all that apply)*** |
| A. Landing Boom Documentation (required for ship’s equipped & using landing booms – **submit with report)** | Load test certificates for landing booms(valid for 5 years) [ ]   | Maintenance Records [ ]  | Training Records or Certificates [ ]  |
| B. DIS Checklist – Initial Transit | DIS equipped & approved ships must submit DIS Checklist prior to first transit of the navigation season [ ]  |
| C. Voluntary Inland Ship Ballast Water Management Report | For Inland Ship self-inspection only – **attach to self-inspection report** [ ]  |
| D. Mooring Diagram | Seaway Ship Inspector will provide copy of approved mooring diagram during a physical/enhanced ship inspection [ ]  |

Foreign ships email completed report & attachments to inspecteursvm@seaway.ca & vtc@dot.gov Inland Ships email completed reports and attachments to nrshipinspectors@seaway.ca

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