

This checklist shall be completed at initial surveys, at change of flag and in case the operating arrangements or equipment have been changed.

Reference is made to NMA regulations in force concerning [operating arrangements on Norwegian ships](#), Sections 7, 8, 9, 10, 11 and 12.

Name of Ship:	Signal Letters:	IMO Number:
Type of survey:	Type of ship:	

A. Watch arrangements for the engine-room, sections 7-9:		Yes	No
1	Does the ship operate with periodically unmanned machinery spaces?	<input type="checkbox"/>	<input type="checkbox"/>
2	Is Class Notation for this awarded?	<input type="checkbox"/>	<input type="checkbox"/>

B. Operational aids and function requirements, section 10:		Yes	No
Personnel Alarm (Dead Man's Alarm)			
On ships of more than 500 gross tonnage, a one-man watch in the engine-room is not permitted unless an automatic personnel alarm (dead man's alarm) has been installed.			
1	Is the personnel alarm arranged to give the alarm on the navigating bridge, in the officers' cabins, mess rooms and recreation room if it has not been acknowledged from the machinery spaces?	<input type="checkbox"/>	<input type="checkbox"/>
2	Is the alarm automatically activated after a pre-set period of time which shall not exceed 30 minutes?	<input type="checkbox"/>	<input type="checkbox"/>
3	Is a pre-warning signal provided in the machinery spaces? The pre-warning signal shall be activated 3 minutes before the alarm is given.	<input type="checkbox"/>	<input type="checkbox"/>
4	Confirm that the alarm system is put into operation in the following way:	<input type="checkbox"/>	<input type="checkbox"/>
4.1	Automatically, when the person on duty has to attend machinery spaces in case of a machinery alarm?	<input type="checkbox"/>	<input type="checkbox"/>
4.2	Manually by the person on duty when attending machinery spaces on routine checks?	<input type="checkbox"/>	<input type="checkbox"/>
5	Not possible to disconnect the alarm before the person has left the machinery spaces?	<input type="checkbox"/>	<input type="checkbox"/>
6	When the alarm system is activated automatically, is disconnection made impossible before the person on duty has acknowledged the alarm in the machinery spaces?	<input type="checkbox"/>	<input type="checkbox"/>
Automatic Pilot System, section 11			
Before practising bridge watch keeping functions which depend on watch keeping routines that require the use of the automatic pilot, the following requirements must be satisfied:			
1	Change-over-controls are located close to each other in the immediate vicinity of the main steering position?	<input type="checkbox"/>	<input type="checkbox"/>
2	Clear indication is provided to show which method of steering is in operation at any moment in time?	<input type="checkbox"/>	<input type="checkbox"/>
3	A course monitor activates an "off course" audible alarm signal after a course deviation of a pre-set value?	<input type="checkbox"/>	<input type="checkbox"/>

4	Information needed to start the course monitor is provided from an independent source (independent source means a separate compass, either a magnetic compass or a gyro compass).	<input type="checkbox"/>	<input type="checkbox"/>
5	Alarms signals, both audible and visual is provided in order to indicate failure, or a reduction in power supply to automatic pilot or course monitor if this will have an effect on the safe operation of the equipment.	<input type="checkbox"/>	<input type="checkbox"/>
6	Are means incorporated to enable rudder angle limitation in the automatic mode of the operation?	<input type="checkbox"/>	<input type="checkbox"/>
7	Do these means indicate when the rudder angle of limitation has been reached?	<input type="checkbox"/>	<input type="checkbox"/>
8	Are means incorporated to prevent unnecessary activation of the rudder due to normal yaw motion?	<input type="checkbox"/>	<input type="checkbox"/>

Internal Communication System, section 12

Before practising bridge watch keeping functions including watch keeping routines that require the use of an internal communications system, the following requirements must be satisfied:

1	Are connections established from the navigation bridge to the mates' cabins, cabins for deck hands and the cabins for other crew members who may form part of a navigational watch and all mess rooms and recreation rooms?	<input type="checkbox"/>	<input type="checkbox"/>
2	Are means provided to send a call signal from navigation bridge to each individual cabin, mess room and recreation room, including a connection for subsequent two-way speech?	<input type="checkbox"/>	<input type="checkbox"/>
3	Are arrangements such that persons lying down must get up to answer the call signal and to speak?	<input type="checkbox"/>	<input type="checkbox"/>
4	Does navigation bridge have priority? (If the system depends on, or is a part of other speech communication on board)	<input type="checkbox"/>	<input type="checkbox"/>
5	Is the system connected to the main- and emergency power source (not the emergency power source for the radio station) and does it have automatic changeover if the main source of power should fail?	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

Place:	Date:	Surveyor:
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