

OP82C – SITE SAFETY CHECKLIST

The Shipboard Safety Officer shall complete this checklist daily while the vessel is in dry dock or repair facilities. The Shipboard Safety Officer may also be accompanied by a yard Health and Safety Representative during inspection. The locations and timings of these inspections must not be made public so they are carried out unannounced.

- 1) Is access to and from the ship being properly controlled / monitored by a tag system? ☐
Comments:
- 2) Are enclosed spaces being maintained in a safe condition for entry, and is entry controlled/monitored by a tag system? ☐
Comments:
- 3) Has the daily yard meeting addressed any changes in scope of work ☐
Comments:
 - a) Have the changes been approved by all parties? ☐
Comments:
 - b) Are there any safety implications? ☐
Comments:
- 4) Are the procedures relating to gas free certificates and hot work permits in place and being strictly enforced? ☐
Comments:
- 5) Is the shipyard and all sub-contractors complying with the designated safety procedures?
 - a) Shipyard ☐
Comments:
 - b) Shipyard Sub-Contractors ☐
Comments:
 - c) V.Ships Sub-Contractors ☐
Comments:
- 6) Is there evidence of proper coordination and control of all work with appropriate risk mitigation measures in place and is it enforced? ☐
Comments:
- 7) Is the Permit to Work System in force being properly used for control of hot work, working aloft and access into confined spaces? ☐
Comments:
- 8) Is there adequate lighting and ventilation in place and in working order? ☐
Comments:
- 9) Is the integrity of the supply systems (e.g., electrical) being maintained? ☐
Comments:
- 10) Is the fire-fighting capability being maintained throughout the construction/repair period, both in general and specifically in the vicinity of any hot work? ☐
Comments:
- 11) Is the scaffolding and staging monitoring/tagging system in place to ensure scaffolding and staging is safe to use? ☐
Comments:

12) Are all lifting operations being undertaken in a controlled manner so they may be carried out safely?

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Comments:

a) Is the Crane Operator sufficiently qualified? ☐

Comments:

b) Is the Banksman sufficiently qualified? ☐

Comments:

13) Are the electrical circuits supplying equipment under maintenance or equipment that should not be started for any reason properly de-energised and locked or tagged out?..... ☐

Comments:

14) Does a process exist whereby transfers of liquids including ballast, fuel, and lubricating/hydraulic oils may be properly coordinated with other construction/repair activities? ☐

Comments:

15) Where vessels are moored, are the moorings safe and properly tended? ☐

Comments:

Shipboard Safety Officer's Signature _____

Date _____

Master's signature _____

Date _____