**The Standard Club**

Ship Risk Review

|  |
| --- |
| Insert ship picture here |

|  |  |
| --- | --- |
| **Ship's name**: |  |
| **Survey type**: | Entry / Routine / Follow Up |
| **Survey port**: |  |
| **Date of survey**: |  |
| **Survey company**: |  |
| **Surveyor:** |  |

**How to complete this form**

Sections 1-4 of this report are to be completed and returned to the club within 48 hours of completion of the survey. The remainder is to follow within 7 days.

Complete the yes/no answers by placing an 'x' in the appropriate box and add a comment in the comments box only when clarification of the yes/no answer is necessary or when the question cannot be answered.

At the end of each section, in the comments box provided, give an opinion on the survey results and any deficiencies found.

Only complete section 17 which is relevant to the ship being surveyed, delete the other versions of section 17 before reporting.

**PLEASE REMOVE ALL GUIDANCE NOTES FROM FINAL REPORTS**

# 1.0 Ship Information

|  |  |
| --- | --- |
| **1.1 General particulars** | |
| Ship name |  |
| IMO number |  |
| Flag State |  |
| Ship type |  |
| Owners |  |
| Technical managers |  |
| Time under present management. |  |
| Current classification / Certifying Authority |  |
| Building classification / Certifying Authority |  |
| SMS Approved By |  |
| Year of build |  |
| Place of build |  |
| GRT (t) |  |
| DWT (t) |  |
| LBP (m) |  |
| Last 3 cargoes carried |  |
| Recent ports of call |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **1.2 Machinery particulars** | | | | |
| Main engine(s) | Make: | | Type: slow/medium/high | No of: |
| Propulsion type | Conventional shaft/geared/thruster based | | | |
| Propeller type | Fixed pitch/ CPP | |  |  |
| Diesel Generators | Make: | | Type: | No of: |
| Manoeuvring thruster | Make: | | Type: | No of: |
| **1.3 Hull particulars** | | | | |
| Type of hull | | Double hull/Single hull/ double bottom | | |

# 2.0 Executive Summary

|  |
| --- |
| Comment on the ship's general condition, the effectiveness of the ISM system, maintenance, engineering and nautical standards, apparent crew competence and on any risk or hazard which could cause a P&I claim. |

# 3.0 Risk Information

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **3.1 Risk profile** | | | | | | | |
|  | N/A | | Low | Medium | | High | |
| Hull Failure |  | |  |  | |  | |
| Ballast Tank Failure |  | |  |  | |  | |
| Cargo Tank Failure |  | |  |  | |  | |
| Cargo Damage |  | |  |  | |  | |
| Mooring / Lifting Equipment |  | |  |  | |  | |
| Piping Failure |  | |  |  | |  | |
| Machinery Failure |  | |  |  | |  | |
| Fires |  | |  |  | |  | |
| Navigational Errors |  | |  |  | |  | |
| ISM Deficiencies |  | |  |  | |  | |
| Crew Injury |  | |  |  | |  | |
| Pollution |  | |  |  | |  | |
| Competency Issues |  | |  |  | |  | |
| **3.2 Ship rating** | | | | | | | |
|  | N/A | Very Good | | Good | Acceptable | | Poor |
| General Housekeeping Deck |  |  | |  |  | |  |
| General Housekeeping Engine Room |  |  | |  |  | |  |
| General Seamanship |  |  | |  |  | |  |
| General Watchkeeping |  |  | |  |  | |  |
| Engineering Competence |  |  | |  |  | |  |
| Give the reason for risks rated above low or classed as acceptable/poor. | | | | | | | |

# 4.0 Defects and Observations

|  |
| --- |
| Report defects which require repair under defects and ISM non-conformities/observations under observations. |

# 5.0 ISM

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **5.1 Important dates** | | | | | |
|  | **Date** | | | **Remarks** | |
| Last superintendent's visit? |  | | |  | |
| Last external ISM audit? By whom? |  | | |  | |
| Last internal ISM audit? |  | | |  | |
| Last navigation audit? By whom? |  | | |  | |
| Last PSC visit? Number of defects found? |  | | |  | |
| Has the ship been detained during the last 2 years? Give details. |  | | |  | |
| Are emergency drills carried out frequently on board? |  | | |  | |
| Last oil spill response drill? |  | | |  | |
| Last safety meeting + frequency? |  | | |  | |
| Last near miss report? |  | | |  | |
| Last accident report? |  | | |  | |
| Last permit to work? What activity? |  | | |  | |
| Last Risk Assessment |  | | |  | |
| **5.2 Procedures and audits** | | | | | |
|  | | **Yes** | **No** | | **Remarks** |
| Did the superintendent leave a written job list after his last visit? | |  |  | |  |
| Are the actions closed-out? | |  |  | |  |
| Were non-conformities raised during the last internal/external ISM audit? | |  |  | |  |
| Are non-conformities closed-out? | |  |  | |  |
| Is the master’s SMS review comprehensive? | |  |  | |  |
| Are familiarization records (new joiners) filled out/complete? | |  |  | |  |
| Are ship specific risk assessments drafted on-board? | |  |  | |  |
| Are minutes from safety meetings posted on crew notice boards? | |  |  | |  |
| Does the company issue guidelines on noting protest, cargo quantity/quality and on cargo safety/stowage? | |  |  | |  |
| Is the SMS effectively implemented? | |  |  | |  |
| **5.3 Comments** | | | | | |
|  | | | | | |

# 6.0 Manning

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **6.1 Crew arrangements** | | | | | | | | | | |
| Report on the following: | | | | | | | | | | |
| **Rank** | **Nationality** | **Certificate held** | **Years at sea** | | **Years current rank** | | | **Years with company** | **Years similar ships** | **Time on board** |
| Master |  |  |  | |  | | |  |  |  |
| C/O |  |  |  | |  | | |  |  |  |
| C/E |  |  |  | |  | | |  |  |  |
| 2/E |  |  |  | |  | | |  |  |  |
| Elect |  |  |  | |  | | |  |  |  |
|  | | | | **Yes** | | **No** | **Remarks** | | | |
| Is there a common language spoken by crew and understood by all? | | | |  | |  |  | | | |
| Officer certificates/endorsements valid? | | | |  | |  |  | | | |
| Are work/rest hours realistic? | | | |  | |  |  | | | |
| Is random or specific drug / alcohol testing undertaken? | | | |  | |  |  | | | |
| Is manning in compliance with the Safe Manning Certificate? | | | |  | |  |  | | | |
| 6.2 Crew Wellbeing | | | | | | | | | | |
| Please comment separately in section 2.0 Executive Summary on the following:-  Does the member provide any seafarer wellbeing programmes to their crew?  Examples:  Physical wellbeing: fitbit, fitness competitions, active promotion of gym, BMI challenge  Enhanced PEME  Controlled menus, victualling procedure  Mental wellbeing: mental champion, confidential helpline  Does the ship organise onboard social events  Is seafarer wellbeing training carried out?  Is there on board guidance covering crew wellbeing?  Is there any Anti-bullying / Harassment policy in place?  Are any ship staff working over their contracts?    Has the ship received any well-being documentation from the Standard Club? | | | | | | | | | | |

# 7.0 Class and Maintenance

|  |  |  |  |
| --- | --- | --- | --- |
| **7.1 Class** | | | |
|  | **Yes** | **No** | **Remarks** |
| Are class and statutory certificates valid? |  |  |  |
| Does the vessel possess all necessary certification? |  |  |  |
| Date of last special survey? |  |  |  |
| Date last dry-docking survey? (Not in water) |  |  |  |
| What conditions of Class are imposed? |  |  |  |
| Do Class records indicate that ballast tanks have significant corrosion? |  |  |  |
| **7.2 Maintenance** | | | |
|  | **Yes** | **No** | **Remarks** |
| Is PMS class approved? |  |  |  |
| Does PMS include critical equipment? |  |  |  |
| Does PMS include spare parts list/ordering? |  |  |  |
| Does PMS list overdue maintenance? |  |  |  |
| Does PMS include navigation equipment? |  |  |  |
| Does PMS include loose lifting equipment? |  |  |  |
| Does PMS include class/statutory surveys? |  |  |  |
| Is the planned maintenance system implemented and kept up to date? |  |  |  |
| Are officers familiar with the PMS? |  |  |  |
| Is maintenance overdue? |  |  |  |
| Are manufacturer's manuals, service bulletins and spare parts on board? |  |  |  |
| **7.3 Comments** | | | |
|  | | | |

# 8.0 Ship’s Hull and Decks

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **8.1 Hull structure** | | | | | |
| Examine the hull and decks. Report if any of the following are found:  Shell Deck  Damage Y/N Y/N  Buckling Y/N Y/N  Corrosion Y/N Y/N  Pitting Y/N Y/N  Dents Y/N Y/N  Cracking Y/N Y/N  Temporary repairs Y/N Y/N  General condition of Hull Good/Fair/Poor  Condition of painting Good/Fair/Poor | | | | | |
| If sighted does the thickness gauging report show areas with over 25% steel diminution? | | | | Yes / No | |
|  | | | |  |  |
| **8.2 Hull fittings** | | | | | |
|  | **Yes** | **No** | **Remarks** | | |
| Are draft marks/load lines clear and visible? |  |  |  | | |
| Are guardrails, walkways, ladders in apparent good order? |  |  |  | | |
| Are cable transits and bulkhead penetrations in apparent good order |  |  |  | | |
| Are pipe and hatch penetrations corroded at deck connections? |  |  |  | | |
| Are vent headers, air/sounding pipes access doors in apparent good order? Identified? |  |  |  | | |
| Are hydraulic pipes/connections leaking? |  |  |  | | |
| **8.3 Comments** | | | | | |
| Examine the report of hull thickness measurements for last special survey and advise on average (percentage) loss on shell, deck, bottom and hold/tank bulkhead plating thickness. Give report date. Comment on the hull's general condition. | | | | | |
| **8.4 Deck equipment** | | | | | |
|  | **Yes** | **No** | **Remarks** | | |
| Is the gangway correctly/safely rigged? |  |  |  | | |
| Is the gangway and associated equipment in apparent good order? |  |  |  | | |
| Are windlasses, deck winches and anchor equipment in apparent good order? |  |  |  | | |
| Are visible sections of anchor cable in satisfactory condition? |  |  |  | | |
| Are mooring ropes/wires in apparent good order? |  |  |  | | |
| Are the mooring work areas non-slip and orderly? |  |  |  | | |
| Is the ship safely/properly moored, ropes correctly turned-up on the bitts? |  |  |  | | |
| Are emergency towing arrangements in place and in satisfactory condition? |  |  |  | | |
| The condition of deck equipment is: |  |  | Good/Fair/Poor | | |
| The condition of mooring equipment is: |  |  | Good/Fair/Poor | | |
| **8.5 Comments** | | | | | |
| Comment on the condition of deck pipework and fittings. | | | | | |

# 9.0 Lifting Equipment

|  |  |  |  |
| --- | --- | --- | --- |
| **9.1 Fixed lifting equipment** | | | |
|  | **Yes** | **No** | **Remarks** |
| Advise the number, make, type and SWL of cargo cranes |  |  |  |
| Do cargo cranes have valid certificates? Date last load test |  |  |  |
| Do stores and engine room cranes lifting one ton+ have valid certificates? Date last load test |  |  |  |
| Are crane wires, blocks and shackles in apparent good order? |  |  |  |
| Are crane cabs, access ladders, safety rails in good order? |  |  |  |
| Are derricks, cranes and other lifting equipment properly maintained, tested and marked? |  |  |  |
| **9.2 Loose lifting equipment** | | | |
|  | **Yes** | **No** | **Remarks** |
| Are valid test certificates available for loose lifting equipment? |  |  |  |
| Are items of loose lifting equipment marked with a colour code? |  |  |  |
| How is damaged loose lifting equipment identified and removed? |  |  |  |
| Is the loose lifting equipment in apparent good order? |  |  |  |
| **9.3 Comments** | | | |
|  | | | |

# 10.0 Ballast System

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **10.1 Ballast tanks and system** | | | | | | | | | | |
|  | | | **Yes** | | **No** | | **Remarks** | | |
| Do oil pipes pass through ballast tanks? | | |  | |  | |  | | | |
| Does vessel have a Ballast Water Management Plan? | | |  | |  | |  | | | |
| Is the plan approved and by who? | | |  | |  | |  | | | |
| Does the vessel have a ballast water record book? | | |  | |  | |  | | | |
| Generally, examine ballast tanks. Report on corrosion, wastage, cracking or buckling. Examine two tanks for a routine survey and four tanks for an entry survey. Report for condition '**Good**, **Fair** or **Poor**', or for observations such as wastage, cracking or buckling, '**None**, **Some** or **Major**'. | | | | | | | | | | |
| **Tank No.** |  |  | |  | |  | |  |  | |
| Anodes wastage (%) |  |  | |  | |  | |  |  | |
| Cleanliness |  |  | |  | |  | |  |  | |
| Coating condition |  |  | |  | |  | |  |  | |
| Steelwork condition |  |  | |  | |  | |  |  | |
| Pitting (% and depth) |  |  | |  | |  | |  |  | |
| Connecting trunks |  |  | |  | |  | |  |  | |
| Pipe(s) condition |  |  | |  | |  | |  |  | |
| Distortion |  |  | |  | |  | |  |  | |
| Oil contamination |  |  | |  | |  | |  |  | |
| Structure detached |  |  | |  | |  | |  |  | |
| Valves and spindles |  |  | |  | |  | |  |  | |
| Doublers |  |  | |  | |  | |  |  | |
| Strike plates |  |  | |  | |  | |  |  | |
| Access condition |  |  | |  | |  | |  |  | |
| Overall condition |  |  | |  | |  | |  |  | |
| **10.2 Comments** | | | | | | | | | | |
| Report on the general findings and clarify any rating less than good or observation above none. | | | | | | | | | | |

# 11.0 Machinery

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **11.1 Running hours** | | | | | | | | | | |
| Give total running hours and running hours since last overhaul. | | | | | | | | | | |
|  | | | **1** | | | | **2** | | **3** | **4** |
| Main engine(s) | | |  | | | |  | |  |  |
| Auxiliary engines | | |  | | | |  | |  |  |
| **11.2 Alarms, monitoring and shutdown tests** | | | | | | | | | | |
|  | | **Yes** | | | **No** | | | **Remarks** | | |
| Does the ship operate UMS? | |  | | |  | | |  | | |
| Date last full blackout test | |  | | |  | | |  | | |
| Date last engine (main/aux) over speed trip test | |  | | |  | | |  | | |
| Date last reverse power trip test | |  | | |  | | |  | | |
| Date last main engine shut down test | |  | | |  | | |  | | |
| Date last generator full load test Advise current load (%) | |  | | |  | | |  | | |
| Date last calibration test of OWS oil content meter, certificate available? | |  | | |  | | |  | | |
| Is effective spray protection fitted? (fuel and lub. oil pipes) | |  | | |  | | |  | | |
| Are oil mist detectors fitted and operational | |  | | |  | | |  | | |
| Is the engine monitoring and control system fully operational and regularly tested? | |  | | |  | | |  | | |
| Is there an excessive number of alarms that could lead to alarm fatigue? | |  | | |  | | |  | | |
| **11.3 General** | | | | | | | | | | |
|  | **Yes** | | | **No** | | **Remarks** | | | | |
| Is engine room lighting adequate? |  | | |  | |  | | | | |
| Is engine room ventilation adequate? |  | | |  | |  | | | | |
| Is the engine room clean? |  | | |  | |  | | | | |
| Is there evidence of abnormal running / breakdown? Give details. |  | | |  | |  | | | | |
| Is the log correctly filled in? |  | | |  | |  | | | | |
| Are generators, purifiers or compressors out of service? |  | | |  | |  | | | | |
| Are pipes, valves and coolers in apparent good order? Not leaking? |  | | |  | |  | | | | |
| Are shell connections/sea suctions in apparent good order? (Not leaking/rusted) |  | | |  | |  | | | | |
| Are level gauges/self-closing devices 'gagged' open? |  | | |  | |  | | | | |
| Are the floor plates secure, ladders safe? |  | | |  | |  | | | | |
| Is the switchboard in apparent good order? Earth faults? |  | | |  | |  | | | | |
| Are Insulation mats in good condition? |  | | |  | |  | | | | |
| If applicable, are high voltage enclosures protected? |  | | |  | |  | | | | |
| Are stores well stocked and orderly? |  | | |  | |  | | | | |
| Are workshops clean, orderly and safe? |  | | |  | |  | | | | |
| Are goggles and tool supports provided at drilling, cutting and grinding machines? |  | | |  | |  | | | | |
| Are watertight doors closed during navigation? |  | | |  | |  | | | | |
| Is the stern seal/oil, in apparent good order? (Not leaking) |  | | |  | |  | | | | |
| Are temporary save-alls/rags used to contain leaks? |  | | |  | |  | | | | |
| Are bilges clean and dry? |  | | |  | |  | | | | |
| Is the general housekeeping standard satisfactory? |  | | |  | |  | | | | |
| Is the sewage system in apparent good order? |  | | |  | |  | | | | |
| General condition of engine room |  | | |  | | Good/Fair/Poor | | | | |
| **11.4 Main engine(s)** | | | | | | | | | | |
|  | **Yes** | | | **No** | | **Remarks** | | | | |
| Is there evidence of main engine damage? |  | | |  | |  | | | | |
| Are hot box and exhaust covers fitted and lagging intact? |  | | |  | |  | | | | |
| Are bearing temperatures satisfactory? |  | | |  | |  | | | | |
| Are exhaust temperatures satisfactory? |  | | |  | |  | | | | |
| Is there evidence of vibration? |  | | |  | |  | | | | |
| **11.5 Diesel generators** | | | | | | | | | | |
|  | **Yes** | | | **No** | | **Remarks** | | | | |
| Is there evidence of auxiliary engine damage? |  | | |  | |  | | | | |
| Are hot box and exhaust covers fitted and lagging intact? |  | | |  | |  | | | | |
| Are bearing temperatures satisfactory? |  | | |  | |  | | | | |
| Are exhaust temperatures satisfactory |  | | |  | |  | | | | |
| Is there evidence of vibration? |  | | |  | |  | | | | |
| **11.6 Boilers** | | | | | | | | | | |
|  | **Yes** | | | **No** | | **Remarks** | | | | |
| General appearance/condition, of lagging, inspection doors valves, watch glasses |  | | |  | | Good/Fair/Poor | | | | |
| Boiler free from water/steam leakage |  | | |  | |  | | | | |
| **11.7 Comments** | | | | | | | | | | |
| Report on the engine rooms condition, the maintenance standard and supervision of service engineers/ships engineers. Note fire and flooding hazards. | | | | | | | | | | |

# 12.0 Marpol

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **12.1 Waste management and control** | | | | | | |
|  | **Yes** | **No** | | **Remarks** | | |
| Is the Oil Record Book part 1 properly filled in and up to date? |  |  | |  | | |
| Is the oil/water separator (OWS) in apparent good order? |  |  | |  | | |
| Is the OWS overboard valve marked and locked shut? |  |  | |  | | |
| Are ‘discharge of oil prohibited’ notice prominently displayed? |  |  | |  | | |
| Does the ship have an operational incinerator? |  |  | |  | | |
| Are there other methods for dealing with waste oil? |  |  | |  | | |
| Is there an approved inventory of hazardous materials (IHM) register? |  |  | |  | | |
| Are there contingencies plans onboard to deal with emergencies and spills? |  |  | |  | | |
| Is fuel oil analysis carried out/results acceptable? |  |  | |  | | |
| Is lub. oil analysis carried out/results acceptable? |  |  | |  | | |
| **12.2 Bunkering and fuel management** | | | | | | |
|  | **Yes** | **No** | | **Remarks** | | |
| Are bunker stations in apparent good order including: piping, flanges, blanks, valves, save-alls? |  |  | |  | | |
| What fuel is vessel operating on? |  |  | |  | | |
| Are appropriate bunkering procedures / diagrams / checklists in place? |  |  | |  | | |
| Is SOPEP equipment complete and in good order? |  |  | |  | | |
| Are appropriate procedures in place for fuel switch over? |  |  | |  | | |
| How does the vessel comply with IMO2020 regulation? (mark those applicable) | Compliant fuel | | Open-loop scrubber | | Hybrid scrubber | Non-compliant |
| **12.3 Garbage** | | | | | | |
|  | **Yes** | **No** | | **Remarks** | | |
| Is the Garbage Record Book completed correctly and up to date? |  |  | |  | | |
| Is garbage segregation effective? |  |  | |  | | |
| Is there a shipboard policy for single use plastics? |  |  | |  | | |
| **12.4 Comments** | | | | | | |
| Comment on Ship and Shore Management understanding and implementation of their environmental responsibilities. | | | | | | |

# 13.0 Housekeeping and accommodation

|  |  |  |  |
| --- | --- | --- | --- |
| **13.1 Accommodation** | | | |
|  | **Yes** | **No** | **Remarks** |
| Is the fire detector system tested and working? |  |  |  |
| Is the refrigerator lock-in alarm operational? |  |  |  |
| Is the accommodation clean, tidy and hygienic? |  |  |  |
| Are galleys food areas, refrigerated stores, dry stores and pantries mess areas clean, tidy and hygienic? |  |  |  |
| Are alleyways/stairs free from obstruction/defect? Escapes marked? |  |  |  |
| Are main and emergency exits clearly marked and unobstructed? |  |  |  |
| Are laundries free from electrical and fire hazards? |  |  |  |
| Are fresh provisions sufficient and properly stowed? |  |  |  |
| Is the medical locker sufficiently stocked, tidy and in date? |  |  |  |
| Is there on board guidance covering crew wellbeing? |  |  |  |
| **13.2 Comments** | | | |
| Comment on crew recreational facilities | | | |

# 14.0 Navigation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **14.1 Navigation procedures** | | | | |
|  | | **Yes** | **No** | **Remarks** |
| Advise the primary means for navigation? |  | |  | ECDIS / Paper Charts |
| Have navigation officers received bridge team management training? |  | |  |  |
| Have navigation officers received ECDIS familiarisation for the equipment on board? |  | |  |  |
| Does the Master hold pre-arrival/pre-departure briefings? |  | |  |  |
| Are bridge procedures, company and masters standing orders in place and followed? |  | |  |  |
| Are bridge familiarisation and watch handover checklists used? |  | |  |  |
| Is the Master/Pilot exchange recorded? |  | |  |  |
| Is passage planning carried out berth to berth? |  | |  |  |
| Is the pilot card comprehensive? |  | |  |  |
| Is the emergency steering procedure known? |  | |  |  |
| Is the vessel’s condition verified and recorded including trim, list, draft and intact stability? |  | |  |  |
| **14.2 Navigation equipment** | | | | |
|  | **Yes** | | **No** | **Remarks** |
| Is bridge navigation and communication equipment in apparent satisfactory condition? |  | |  |  |
| If fitted, is the BNWAS in apparent satisfactory condition? |  | |  |  |
| Compass deviation/error satisfactory? |  | |  |  |
| Is there a system in place to correct nautical charts? |  | |  |  |
| Nautical Publications updated? |  | |  |  |
| Do navigators understand squat, settlement and ship-to-ship interaction? |  | |  |  |
| Is the vessel’s S-VDR / VDR functioning properly and are OOW’s familiar with its operation? |  | |  |  |
| Navigation equipment and practice is |  | |  | Good/Fair/Poor |
| **14.3 Comments** | | | | |
| Include remarks on bridge equipment and procedures. | | | | |

# 15.0 Safety

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **15.1 Safe working** | | | | | |
|  | | **Yes** | **No** | | **Remarks** |
| Are crew working safely wearing correct PPE? | |  |  | |  |
| Company issues a safety handbook and provides safety training? | |  |  | |  |
| Are safe working practices, including work permit procedures, implemented and adhered to particularly with regards to enclosed space entry? | |  |  | |  |
| Are ladders and steps, internal/external, free from damage? | |  |  | |  |
| Are guard rails fitted and safe? | |  |  | |  |
| Are portable gas/O2 equipment provided, calibrated and crew trained? | |  |  | |  |
| Are Oxy-acetylene bottles stored outside in separate spaces and with flash-back arrestors? | |  |  | |  |
| **15.2 Life-saving appliances** | | | | | |
|  | | **Yes** | **No** | | **Remarks** |
| Date(s) boats last lowered to embarkation deck/maneuverer in the water: | |  |  | |  |
| Are life-rafts correctly stowed with hydrostatic release and painter? | |  |  | |  |
| Are life vests / jackets of approved type, in good conditions and sufficient in numbers? | |  |  | |  |
| Are immersion suits in apparent good order? | |  |  | |  |
| Are lifebuoys, self-igniting lights, MOB of approved type in various locations and in apparent satisfactory condition? | |  |  | |  |
| Are lifeboats/rafts/rescue boats and equipment properly maintained and serviced? | |  |  | |  |
| Lifeboats, davits, release gear, wires blocks, buoys and life-rafts are? | |  |  | | Good/Fair/Poor |
| **15.3 Fixed fire-fighting equipment** | | | | | |
| **Location** | **Type** | | | **Date Last Tested** | |
| Engine Room |  | | |  | |
| Engine Room (other areas) |  | | |  | |
| Pump Room |  | | |  | |
| Cargo spaces/cargo area |  | | |  | |
| Accommodation |  | | |  | |
| Paint locker |  | | |  | |
| Galley |  | | |  | |
| **15.4 Fire-fighting equipment** | | | | | |
|  | | **Yes** | **No** | | **Remarks** |
| Are fire pumps, mains, hydrants, extinguishers in apparent satisfactory condition? | |  |  | |  |
| Is Emergency Fire Pump and Emergency Generator tested regularly and in good working order? | |  |  | |  |
| Is the fire main isolation valve suitably marked? | |  |  | |  |
| Are fire flaps in apparent good order? Identified? | |  |  | |  |
| Is the fire integrity, including firedoors, dampeners, shutters and bulkhead penetrations throughout the vessel in apparent satisfactory condition? | |  |  | |  |
| Are fire hose boxes in good order complete with hose, nozzle and spanner? | |  |  | |  |
| Are there sufficient self-contained breathing apparatus and are they in good condition, sufficiently charged and within test date? | |  |  | |  |
| Are firemen's outfits, EEBD's in good order? | |  |  | |  |
| Is the fire detection system in apparent satisfactory condition? | |  |  | |  |
| Condition of fire main hydrants & hoses | |  |  | | Good/Fair/Poor |
| **15.5 Comments** | | | | | |
|  | | | | | |

# 16.0 Security

|  |  |  |  |
| --- | --- | --- | --- |
| **16.1 General** | | | |
|  | **Yes** | **No** | **Remarks** |
| Is effective access control in place? |  |  |  |
| Are armed guards employed in piracy areas? |  |  |  |
| Are piracy prevention measures implemented? |  |  |  |
| Are safety/security patrols regularly made? |  |  |  |
| Are effective stowaway searches carried out before port departure? |  |  |  |
| **16.2 Cyber Security** | | | |
|  | **Yes** | **No** | **Remarks** |
| Has the Company an Information Technology Strategy including maritime cyber security plan? |  |  |  |
| What training has the ship’s crew received on effective cyber risk management? |  |  |  |
| How is access restricted to ship’s systems and sensitive data? |  |  |  |
| Is the use of USB / flash drives permitted on board for access to the ship’s network? If so, what barriers are in place to prevent the transfer of viruses / malware to critical systems? |  |  |  |
| Does the ship allow remote access to their systems? For example, ECDIS updates or machinery monitoring equipment. |  |  |  |
| Are networks segregated from sensitive ship systems and general communications such as crew wifi / internet access? |  |  |  |
| **16.3 Comments** | | | |
|  | | | |

# 17.0 Tanker Supplement

(Delete this section if not a tanker.)

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **17.1 Ship particulars** | | | | | | | | |
| Cargo heating system, type | | |  | | | | | |
| Tank coating(s) | | |  | | | | | |
| Cargo pumps. Make and type | | |  | | | | | |
| Tank cleaning system, type | | |  | | | | | |
| Are cargo tanks suitable for the carriage of nominated cargoes? | | |  | | | | | |
| **17.2 Cargo tanks** | | | | | | | | |
| Generally, examine cargo tanks. Report for condition '**Good**, **Fair** or **Poor**', or for observations such as, wastage, cracking or buckling, '**None**, **Some** or **Major**'. | | | | | | | | |
| Tank No. |  |  | |  |  |  |  |  |
| Primary corrosion |  |  | |  |  |  |  |  |
| Cracking and wastage |  |  | |  |  |  |  |  |
| Shell and bottom pitting |  |  | |  |  |  |  |  |
| Pitting below tank suction |  |  | |  |  |  |  |  |
| Brackets and webs |  |  | |  |  |  |  |  |
| Anodes |  |  | |  |  |  |  |  |
| Coating |  |  | |  |  |  |  |  |
| Heating coils |  |  | |  |  |  |  |  |
| Piping condition |  |  | |  |  |  |  |  |
| Valves and spindles |  |  | |  |  |  |  |  |
| Fixed gauging |  |  | |  |  |  |  |  |
| Access ladders and guardrails |  |  | |  |  |  |  |  |
| Is the structure of the cargo tanks in satisfactory condition? | **Yes** | **No** | | **Remarks** | | | | |
|  |  | |  | | | | |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **17.3 Cargo operations** | | | | | | | | |
|  | **Yes** | | | **No** | | | **Remarks** | |
| Date last pressure test of cargo piping? |  | | |  | | |  | |
| Date last pressure test of COW piping? |  | | |  | | |  | |
| Date last test of pump(s) emergency shutdown? |  | | |  | | |  | |
| Date last test of tank high/high high alarms? |  | | |  | | |  | |
| Date last test P/V valves? (Including IG) |  | | |  | | |  | |
| Is a comprehensive/signed cargo plan with segregation loading ballast sequences used? |  | | |  | | |  | |
| Are correct cargo inhibitors used and logged? |  | | |  | | |  | |
| Are retained cargo samples stored safely? |  | | |  | | |  | |
| Do deck officers have good knowledge of the ship's cargo system and loading/disc. Procedure? |  | | |  | | |  | |
| Is cargo watch kept on deck during cargo transfer? |  | | |  | | |  | |
| **17.4 Cargo and ballast transfer** | | | | | | | | |
|  | **Yes** | | | **No** | | | **Remarks** | |
| Are cargo/ballast/stripping pumps, eductors instruments/controls in apparent good order? |  | | |  | | |  | |
| Are deck pipelines (all) in apparent good order? |  | | |  | | |  | |
| Are ullage gauges, vapour locks and UTI tapes in apparent good order? |  | | |  | | |  | |
| Are valve position and tank level indicators operational? |  | | |  | | |  | |
| Are flexible hoses in apparent good order/certificated? |  | | |  | | |  | |
| **17.5 Inert Gas (IG)** | | | | | | | | |
|  | **Yes** | | | **No** | | | **Remarks** | |
| IG system used and operating satisfactorily? Last recorded O2 content? |  | | |  | | |  | |
| Has difficulty been experienced in maintaining IG pressure? |  | | |  | | |  | |
| Is the deck seal water level/condition satisfactory? |  | | |  | | |  | |
| IG system, instruments, alarms, trips, pressure / oxygen recorders are in apparent good order? |  | | |  | | |  | |
| **17.6 Pump Room** | | | | | | | | |
|  | | **Yes** | | | **No** | | | **Remarks** |
| Significant leaks from pumps, pipes, valves glands and gauges? | |  | | |  | | |  |
| Fixed gas monitoring in apparent good order? | |  | | |  | | |  |
| Rescue arrangements satisfactory? | |  | | |  | | |  |
| Fans operational? | |  | | |  | | |  |
| Lighting gas safe and adequate? | |  | | |  | | |  |
| The condition of the pump room and its equipment is? | |  | | |  | | | Good/Fair/Poor |
| **17.7 Tank cleaning** | | | | | | | | |
|  | | | **Yes** | | | **No** | **Remarks** | |
| Is a tank cleaning plan used and logged? | | |  | | |  |  | |
| Is COW/tank cleaning checklist in use? | | |  | | |  |  | |
| The tank cleaning is? | | |  | | |  | Good/Fair/Poor | |
| **17.8 Comments** | | | | | | | | |
| Report on the general findings and clarify any rating less than good or observation above none. | | | | | | | | |

# Section 17.0 Dry Cargo Ship Supplement

(Delete this section if not a dry cargo ship.)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **17.1 Cargo hold inspection** | | | | | | | |
| Generally, examine cargo holds. Report on condition, wastage, cracking or damage? Answer **Good, Fair** or **Poor** for condition**. None, Some** or **Major** for observations. | | | | | | | |
| Cargo hold no. |  |  |  |  |  |  |  |
| Structure |  |  |  |  |  |  |  |
| Coating |  |  |  |  |  |  |  |
| Pitting (% and depth) |  |  |  |  |  |  |  |
| Grooving on shell frames |  |  |  |  |  |  |  |
| Wastage / cracking / buckling |  |  |  |  |  |  |  |
| Tank top |  |  |  |  |  |  |  |
| Sounding/vent pipes (including protection) |  |  |  |  |  |  |  |
| Water leakage |  |  |  |  |  |  |  |
| Bilge system |  |  |  |  |  |  |  |
| Access ladders |  |  |  |  |  |  |  |
| Cargo lashing points |  |  |  |  |  |  |  |
| Temporary repairs |  |  |  |  |  |  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| Is the structure of the cargo holds in satisfactory condition? | **Yes** | **No** | **Remarks** |
|  |  |  |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **17.2 Hatch cover inspection** | | | | | | | |
| Generally, examine hatch covers. Report on condition, evidence of leakage, wastage, and damage? Answer **Good, Fair** or **Poor** for condition. **None, Some** or **Major** for observations. | | | | | | | |
| Hatch Cover – Make / Type |  | | | | | | |
| Hatch cover no. |  |  |  |  |  |  |  |
| Panel condition |  |  |  |  |  |  |  |
| Coaming condition |  |  |  |  |  |  |  |
| Pitting (% and depth) |  |  |  |  |  |  |  |
| Compression bars |  |  |  |  |  |  |  |
| Gaskets |  |  |  |  |  |  |  |
| Gasket channels |  |  |  |  |  |  |  |
| Drainage channels |  |  |  |  |  |  |  |
| Drainage non-return valves |  |  |  |  |  |  |  |
| Quick closing cleats |  |  |  |  |  |  |  |
| Landing pads |  |  |  |  |  |  |  |
| Coatings |  |  |  |  |  |  |  |
| Opening/closing mechanism |  |  |  |  |  |  |  |
| Oil leakage? |  |  |  |  |  |  |  |
| Vent covers / access hatches |  |  |  |  |  |  |  |
| Temporary measures |  |  |  |  |  |  |  |
| Evidence of water ingress? |  |  |  |  |  |  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| Are hatch covers weathertight? | **Yes** | **No** | **Remarks** |
|  |  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **17.3 Cargo general** | | | |
|  | **Yes** | **No** | **Remarks** |
| Date bilge alarm/pumping last tested |  |  |  |
| Are bilges clean, non-return valves working and bilge pumps in apparent satisfactory condition? |  |  |  |
| Information on cargo care/hazards provided and understood? |  |  |  |
| Information on cargo stowage & securing provided and understood? |  |  |  |
| Is cargo stowed in accordance with Hazardous codes? |  |  |  |
| Hazards associated with oxygen depletion and methane understood? |  |  |  |
| Holds adequately cleaned and inspected before loading? Who? |  |  |  |
| Do watch officers know safe stowage and securing requirements for current cargo? Do they check? |  |  |  |
| Is a container verified gross mass certificate provided each container? |  |  |  |
| Are pre-shipment surveys/sampling completed? |  |  |  |
| Are reefer plugs/sockets in apparent good order? |  |  |  |
| Is the refrigeration system in apparent good condition? Retro fitted? |  |  |  |
| Port log has start/stop times, draughts, weather, cargo rates? |  |  |  |
| Is cargo space ventilation in apparent satisfactory condition? |  |  |  |
| Officers understand when/how to ventilate cargo during the voyage? |  |  |  |
| Officers check cargo lashings & stowage during the voyage? Logged? |  |  |  |
| Is cargo stowed and secured in accordance with the CSM? |  |  |  |
| Is lashing and securing equipment in apparent satisfactory condition and in sufficient numbers in line with the CSM? |  |  |  |
| Are holds suitable for the carriage of water sensitive cargo/grain/steel? |  |  |  |
| Are cargo holds suitable for the carriage of nominated cargoes? |  |  |  |
| **17.4 Comments** | | | |
|  | | | |

# 17.0 Passenger and Freight Ferry Supplement

(Delete if not a passenger, freight or cargo Ro-Ro.)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **17.1 Vehicle decks** | | | | |
| Describe the vehicle decks including number, layout, structural protection and fire monitoring/protection systems: | | | | |
| Generally, examine car decks. Report on condition cleanliness and damage? Answer **Good, Fair** or **Poor** for condition. **None, Some** or **Major** for observations. | | | | |
| Deck no. |  |  |  |  |
| Structure |  |  |  |  |
| Coating |  |  |  |  |
| Temporary repairs |  |  |  |  |
| Structural fire protection |  |  |  |  |
| Alarms, indicators, CCTV/cameras |  |  |  |  |
| Deluge/fixed fire-fighting system |  |  |  |  |
| Portable fire-fighting equipment |  |  |  |  |
| Access/walkways/passenger trip hazards |  |  |  |  |
| Leakage |  |  |  |  |
| Bilge system |  |  |  |  |
| Sounding pipes |  |  |  |  |
| Cargo lashing equipment |  |  |  |  |
| Ramp/shell doors |  |  |  |  |
| Fire/watertight doors |  |  |  |  |
| Paint/oil/flammable material? |  |  |  |  |
| Evidence of smoking |  |  |  |  |
| Ventilation |  |  |  |  |
| Fire Flaps |  |  |  |  |
| Deck Lighting |  |  |  |  |

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **17.2 Vehicle operations** | | | | | | | | | |
|  | **Yes** | | **No** | | **Remarks** | | | | |
| Main engine stopped during cargo transfer? |  | |  | |  | | | | |
| Advise frequency of cargo deck fire patrols |  | |  | |  | | | | |
| Deck fans running during cargo transfer? |  | |  | |  | | | | |
| Are indicators, limit switches and control panels in apparent good order? |  | |  | |  | | | | |
| Are oil drums / chemicals / paints stored openly in vehicle deck areas? |  | |  | |  | | | | |
| Is vehicle/passenger embarkation fit for purpose |  | |  | |  | | | | |
| **17.3 Passenger areas** | | | | | | | | | |
| Generally, examine passenger areas. Report **Good, Fair** or **Poor** for condition. **None, Some** or **Major** for observations | | | | | | | | | |
| Passenger deck no. | |  | |  | |  |  |  |  |
| Lighting | |  | |  | |  |  |  |  |
| Slip/trip hazards | |  | |  | |  |  |  |  |
| Floor coverings | |  | |  | |  |  |  |  |
| Fire doors | |  | |  | |  |  |  |  |
| Portable extinguishers. Location/number | |  | |  | |  |  |  |  |
| Sprinkler system | |  | |  | |  |  |  |  |
| Heat/smoke detectors | |  | |  | |  |  |  |  |
| Escapes, safety signage | |  | |  | |  |  |  |  |
| PA system | |  | |  | |  |  |  |  |
| Alarm points | |  | |  | |  |  |  |  |
| Eating areas/restaurants/cafes | |  | |  | |  |  |  |  |
| Galley/food preparation areas | |  | |  | |  |  |  |  |
| Provisions/stores/fridge areas | |  | |  | |  |  |  |  |
| Shops/arcades | |  | |  | |  |  |  |  |
| Laundry | |  | |  | |  |  |  |  |
| Gymnasium/spa/sauna | |  | |  | |  |  |  |  |
| **17.4 Comments** | | | | | | | | | |
|  | | | | | | | | | |