Condition Survey Report- Oil Tanker

Score	0 / 283 (0%)	Flagged items	Actions	0
Site conducted				Unanswered
Condition survey				
Type of report:				
Ship name:				
IMO No.:				
Business Group				
Date survey completed				
Location- survey port				
Surveyor's name:				
Survey company:				
Surveyor's ref. No.:				
Order club:				American Club
Club ref. no.:				

Disclaimer

The assessors believe the information contained within this risk assessment report to be correct at the time of printing. The assessors do not accept responsibility for any consequences arising from the use of the information herein. The report is based on matters which were observed or came to the attention of the assessors during the day of the assessment and should not be relied upon as an exhaustive record of all possible risks or hazards that may exist or potential improvements that can be made.

Information on the latest workers compensation and OHS / WHS laws can be found at the relevant State WorkCover / WorkSafe Authority.

Inspection	2 flagged, 0 / 283 (0%)
1.1 PARTICULARS	
1.1.1 Ship's name:	
1.1.2 Ex. names:	
1.1.3 IMO No:	
1.1.4 Flag state:	
1.1.5 Builder:	
1.1.6 Year built:	
1.1.7 Class society:	
1.1.8 Class notations:	
1.1.9 Ship type & brief description:	
1.1.10 GT:	
1.1.11 DWT:	
1.1.12 Last docking:	
1.1.13 Last Class Renewal:	
1.1.14 Date of last Special Survey:	
1.1.15 Place (port, country) of last Special Survey	
CREW MATRIX	
Add rank	
2. CIRCUMSTANCES OF SURVEY	
Describe in brief the circumstances under which the survey was carried out, such as, but not limited to, the date and the time the for the Club	
*** Not Applicable (NA) items and Not Inspected (NI) items (giving details of item number)**	
Details	2 flagged
2.1 Ship's trading pattern:	

2.2 Cargo onboard and last three cargoes

2.3 Master's name:

2.4 Company name on the ISM DOC:

2.5 Name of owner's representative:

2.6 Time under present management

2.7 Ballast tanks inspected (representative number of tanks to be inspected)*:

If no, state reason ballast tanks not inspected and include your comments - whether the copies of reports and photos of previous most recent inspection of the tanks carried out by crew or Class / Vetting surveyors /or ESP records were provided to surveyor for review and what were the observations / condition of the tanks based on those evidence?

2.8 Cargo tanks inspected (representative number of tanks to be inspected)*:

If no, state reason cargo tanks not inspected and include your comments - whether the copies of reports and photos of previous most recent inspection of the tanks carried out by crew or Class / Vetting surveyors /or ESP records were provided to surveyor for review and what were the observations / condition of the tanks based on those evidence? The surveyor shall provide comments on condition of the cargo tanks.
***The representative number of tanks are to be inspected every 6 months as typical for SIRE Inspections or at intervals specified in SMS.**

3.1 Survey summary

0 / 55 (0%)

Following the completion of the survey, and based on the surveyor's overall impression of the vessel, the surveyor is requested to rate the following areas (1=excellent 2=good 3=fair 4=poor 5=very poor) and provide remarks if rated Fair, Poor or Very Poor on the reason/s why

Shipboard management:

Safety:

Fire safety:

Life saving appliances:

Pollution and environmental awareness:

Navigation:

Apparent structural condition:

Machinery:

Cargo worthiness:

Shipboard Security and Cyber Security

Maintenance and housekeeping:

* If performing a hatch cover only survey, or “Follow-up survey”, please complete this section 3.1 only for those areas that were inspected, but other items are to be marked "N/A".

3.2 Surveyor's summary

Advise on the subject(s) which give rise to the most concern regarding safety of crew, vessel or cargo:

Surveyor's general comments and summary

Survey report enclosures- please upload survey images including pictures of relevant documents.

4.1 Class and Statutory Certificates 0 / 2 (0%)

4.1.1 Are the relevant class and statutory certificates valid? Does the vessel possess all necessary certification?

4.1.2 Are certificates without any conditions, recommendations, exemptions or memoranda affecting safety of life, ship, cargo or environment? Attach a copy of the current Class Status Survey, SMC and DOC.

Additional information

4.2 Shipboard management (Section to be completed taking into consideration time under present management) 0 / 13 (0%)

4.2.1 Are internal and external audits carried out at regular intervals? Provide dates of the last internal and external ISM audits. Are any major or repeated non-conformities identified? Dates of last internal and external ISPS Audit.

4.2.2 Are safety meetings carried out at a regular interval and are records kept? How are the safety meeting minutes made readily available for crew review? Is there ship’s Managers feedback to safety committee meetings?

4.2.3 Are non-conformity, accident, and near miss reports raised and handled in accordance with the Safety Management System and is feedback provided from the Company?

4.2.4 Are Master's periodic SMS reviews carried out and satisfactorily reported?

4.2.5 Is a Planned Maintenance System (PMS) implemented and kept up to date? Does it cover machinery, deck equipment, lifting equipment, navigation equipment, critical equipment, critical spares, etc., without overdue maintenance jobs?

4.2.6 Does the vessel have a Critical Equipment List as required by the ISM Code? Is an inventory of critical spares maintained?

4.2.7 Are the DPA, CSO, and IT emergency contact details posted in the common areas and known by crew and officers on board? Are Crew Members familiar with function of DPA and know his Name + email / telephone number?

4.2.7-(a) Provide contact details (Name, Title, Tel, email) of Designated Person Ashore (DPA).

4.2.8 Are there contingency plans onboard to deal with emergencies and spills, as applicable?

4.2.9 Is a muster list available, current and prominently posted in relevant areas?

4.2.10 Is an adequate emergency command structure in place?

4.2.11 Are fire control plans posted, properly maintained and also available externally?

4.2.12 If defects / deficiencies were identified in the last two PSC inspection reports, -have these items been adequately rectified? Date & place of last PSC inspection.

4.2.13 Has the vessel been visited by the ship’s shore side Superintendent regularly, at intervals not exceeding 12 months? Provide date of last two visits of technical superintendents and marine superintendent.

Additional information

4.3 Crew 0 / 19 (0%)

4.3.1 Are at least officers proficient in Maritime English to

communicate efficiently?

4.3.2 If crew is multinational is there a common language understood by all?

4.3.3 Does the company have a briefing / de-briefing policy for Master/Chief Engineers prior to joining/after signing off?

4.3.4 Is random or specific drug and alcohol testing carried out?

4.3.5 Is manning in compliance with the Safe Manning Certificate?

4.3.6 Are familiarization records available (new joiners) filled out and complete? Are new joiners familiarized within ISM stipulated time frame of joining (typically 48 hours)?

4.3.7 Do the general labor and living conditions onboard appear to be satisfactory?

Note: Any concerns regarding non-compliance with MLC should be mentioned. Cross check the crew list the rest hours records. Bunkering check list to be cross checked with rest hours records to verify proper record keeping of work/rest hours as per MLC/STCW requirements.

4.3.8 Does the member provide any seafarer wellbeing programs to their crew? If so, please list them with a short description.

4.3.9 Is there evidence that the crew use the American Club/IDESS IT Computer Based Training (CBTs) tools, including as a minimum: Clean Seas: Complying with MARPOL 73/38 and Entry into Enclosed Spaces, and/or other non-American Club CBTs, whether onboard or ashore? The crew training records and relevant active PC-software should be demonstrated (if applicable) to the surveyor onboard (type of CBT has to be specified in the survey-report).

Please refer to the description at https://www.american-club.com/page/education-training-tools

4.3.10 Is there an appraisal system within the organization and is it followed?

Note: Surveyor to review and comment on the appraisal method, the form(s) in use and whether these forms cover the essential aspects

4.3.11 Can ship's Officers demonstrate their knowledge on the procedural requirements for enclosed space entry based on their safety management system and calibration /

checking of portable gas detection equipment?

4.3.12 Can ship's Officers demonstrate their knowledge on the procedural actions when a fire alarm is triggered during bridge watch?

4.3.13 Can ship's Officers demonstrate their knowledge on the procedural requirements / actions if there is a failure in critical bridge equipment during sailing such as ECDIS or the radar?

4.3.14 Can ship's Officers demonstrate their knowledge on emergency steering procedures? Operations of the emergency steering gear to be demonstrated by any officer (including junior officers) with the supervision of an experienced engineer to protect the equipment if there is any mishandling.

4.3.15 Can ship's Officers demonstrate their knowledge on a randomly selected operational check list? This should be briefly described by officers as is applicable to the SMS on board. Please list rank of examined personnel.

4.3.16 Can ship's Officers and crewmember demonstrate their knowledge on the permit to work system and the procedural requirements for working aloft based on their safety management system? Are hot work permits and working aloft records kept?

Note: Work permit system compliance include Work permits covering Cold Work Permits, Work Aloft / Overside, Enclosed Space Entry permit, Pressurized systems, Electrical Work Permits, and JHA (Job Hazard Assessment, if applicable for mooring /unmooring) as well as Risk Assessment for high risk operations such as STS etc. Hot work policy on tankers required the shore management office to be informed by email and when authorization is granted only then the vessel may proceed, with the work.

4.3.17 Can the engineering team (not just the Chief Engineer or officer on watch) explain and demonstrate their roles in a dead ship procedure exercise? Please list personnel who were involved in this exercise.

4.3.18 Is Risk Assessment undertaken onboard for various operational situations or crew assignments? Are relevant records kept and in order?

4.3.19 Does the Master and all navigational watch keeping officers hold GMDSS General Operator Certificates?

Additional information

4.4 Safe Working 0 / 17 (0%)

4.4.1 As observed, are safe working practices, including work

permit procedures, implemented, and adhered to? Are the work permits closed upon completion of work? Is there an effective lock-out, tag-out and isolation system in place when carrying out maintenance or identifying machinery under repair?

4.4.2 Are portable oxygen and gas detection meters, appropriate to the vessel type and cargo, provided and regularly calibrated? Is there more than one each of these portable devices and all of them in order?

Note: Surveyors to advise how many on board in numbers and if calibration gas is available on board.

4.4.3 Is relevant personal protective equipment and clothing, appropriate to the vessel type and cargo, provided and in use?

4.4.4 Is adequate lighting provided throughout the vessel?

4.4.5 Are alarms from cold stores and freezers in apparent satisfactory condition? Is alarm buzzer located at places which are constantly manned?

4.4.6 Are walkways, stairways, catwalks, ladders, platforms and handrails, as applicable, in apparent satisfactory condition throughout the vessel?

4.4.7 Are mobile safety guards such as rails, lines and wires etc., provided and in use?

4.4.8 Are derricks, cranes and other lifting equipment properly maintained / marked? Have periodical inspections and testing been carried out?

4.4.9-(a) Are the pilot ladders in apparent satisfactory condition, properly marked and certified?

4.4.9-(b) Are the remaining boarding arrangements (e.g., accommodation ladders, gangways, transfer-basket, specialist personnel transfers for offshore installations or OSV-vessels, etc.) in apparent satisfactory condition and safely rigged? Is each arrangement tested and certified by specialized organization at required intervals?

Note: In case if there is a transfer-basket, - the crane has to be approved for it and cranes must have a 'MAN - RIDING' certification.

4.4.10 Are the following Loss Prevention publications present onboard; Four (4) comic pamphlets, nine (9) comic safety posters, plus one additional poster applicable to bulk and general cargo ships?

4.4.11 Is clearly visible cautionary signage posted / displayed at the entrances to mooring decks, including midships winches to warn those involved in mooring operations that the entire area should be considered a potentially hazardous snap-back zone?

Note for surveyor: Owing to the design of mooring decks, the entire area should be considered a potential snap-back zone and all crew working in mooring operations should be made aware of this by clear visible signage. The painting of localized snap-back zones on mooring decks should be avoided because they may give a false sense of security at these entire zones of potential danger.

4.4.12 Are trips, falls and overhead hazards identified and highlighted appropriately? Are the mooring work-areas non-slip and orderly?

4.4.13 Are emergency response drills carried out frequently on board in accordance with SMS, and the records maintained, including drill matrix and detailed log for each drill with comments, evaluation of performance and conducted scenarios? Can crew /officers explain– their last drill scenario and what they learned?

Note: Surveyor may consider the possibility to conduct a drill if time and opportunity permits.

4.4.14 Is there evidence that safety meetings and/or pre-mooring toolbox talks or Job Hazardous Assessment / Analysis (JHA) are carried out prior to each mooring / unmooring operation?

Note for surveyor: Evidence may be documented by Risk Assessment carried out on board prior to arrival / departure at port, JHA document, Log book entry, where it will state that mooring and approach procedure was discussed, or a Pre-arrival check list where moorings are checked / evaluated on a case by case scenario and in accordance with specific mooring operations, including but not limited to mooring by side, by stern, or SBM, or STS static (one vessel anchored), or during slow-speed sailing, double banking mooring, etc.

4.4.15 Are there training records and evidence that suitable training for mooring / unmooring operations is incorporated into training matrix based on vessel's type and applicable specific mooring operations?

Additional information

4.5 Hygienic Standard and House Keeping 0 / 6 (0%)

4.5.1 Are crew galley and pantries clean and tidy? Is fitted equipment in apparent satisfactory condition? Are suitable food handling procedures in place?

4.5.2 Are provision and cold stores clean, tidy and maintained to correct temperature?

4.5.3 Is the general house-keeping standard, including sanitation, satisfactory? Is AC for accommodation in re-circulation mode avoiding sucking outside air which would have flammable vapors?

4.5.4 Is the sewage system in apparent good order?

4.5.5 Are first aid kits available at key locations and expiry date is valid (not to be expired)?

4.5.6 Is a system in place to ensure that potable water is maintained in a safe condition? Provide date of last inspection and type of coating in FWT. (review comments below)

Note: FW Tanks have to be inspected at intervals as required by SMS for health issues usually every 6 months. FW tanks use special paint for fresh water which the vessel has to have a drum of 20 liters as spare. Cement coating is used only as a solution of last resort when the required material is not available.

Additional information

4.6 Fire Safety 0 / 17 (0%)

4.6.1 Is the fire detection system in apparent satisfactory condition?

4.6.2 Are fire pumps, mains, hydrants, extinguishers, and monitors in apparent satisfactory condition? Is the fire main isolation valve suitably marked? Is an International shore Connection available and placed outside accommodation and suitably marked?

4.6.3 Are fire stations in tidy condition and is it evident that the firefighting equipment has been tested in connection with firefighting drills?

4.6.4 Are there sufficient self-contained breathing apparatus and spare bottles?

4.6.5 Are self-contained breathing apparatus in good condition sufficiently charged and cylinders within test date?

4.6.6 Are emergency escape sets provided?

4.6.7 Are Damage Control and fire hose lockers in apparent satisfactory condition?

4.6.8 Are fixed fire-extinguishing systems in apparent satisfactory condition with release instructions posted?

4.6.9 Are combustible and hazardous liquids stored in designated spaces and provided with Material Safety Data sheets?

4.6.10 Are acetylene and oxygen bottles stored in well ventilated and securely, signed designated places?

4.6.11 Are main and emergency exits clearly marked and unobstructed?

4.6.12 Is the fire integrity, including fire doors, fire dampers, shutters and bulkhead penetrations (where visible) throughout the vessel in apparent satisfactory condition?

4.6.13 Are the machinery rooms and other spaces free from temporary flexible hoses for liquid's transfer?

4.6.14 Are all flexible pipes, hoses and hose assembly installed as designed by original manufacturer only when necessary to accommodate relative movement between fixed piping and machinery parts, and shorter than 1.5 meters, free of sharp bends and not over-twisted?

4.6.15 Are crew-members familiar with firefighting safety equipment? Test the crew knowledge of the type of fire extinguishers provided on board? Can randomly chosen ratings (not engineering officers) explain their roles in the event of a fire emergency?

4.6.16 Is the Fire Plan stowed in a weathertight container with a current crew list?

4.6.17 Is the separate set of explosion-proof or intrinsically safe portable VHF / UHF Radios dedicated to emergency and Firefighting well maintained with chargers and accessories, periodically tested with relevant records and its location is marked on the Firefighting plan? (SOLAS Chapter II-2/10.10.4. Minimum Number: At least two radios per fire party.)

Additional Information

4.7 Life Saving Appliances

0 / 10 (0%)

4.7.1 Are lifeboats, rescue boats and their davits operational and in apparent satisfactory condition, including the on-load release mechanism? Are crew-members familiar with which lifeboat they are assigned to and their muster station? Furthermore, they should be able to identify any lifeboat designated as the rescue boat (either port or stbd, if no separate rescue boat? Are lifeboats lowered and tested in water at required intervals? Last date?

4.7.2 Has the manufacturer or their approved representative serviced the on-load release?

4.7.3 Are life rafts and hydrostatic releases properly secured / fitted and in apparent satisfactory condition?

4.7.4 Are life buoys, self-igniting lights, and MOB of approved type in various locations and in apparent satisfactory condition?

4.7.5 Are life vests of approved type, properly stowed and sufficient in numbers?

4.7.6 Is the medicine locker sufficiently stocked, tidy and contents in date? Is there a first aid manual and are the crew sufficiently trained?

4.7.7 Are signs for safety equipment in place marked with IMO symbols and instructions written in the working language of the vessel?

4.7.8 Are emergency escape route fluorescent markings fitted and in apparent satisfactory condition?

4.7.9 Are pyrotechnics complete, in good order and within date?

4.7.10 Are immersion suits in good order and fitted with the prescribed lights?

Additional information

4.8 Pollution Control

0 / 13 (0%)

4.8.1 Are save-alls and spill containment arrangements in apparent satisfactory condition?

4.8.2 Is the vessel apparently free from any hull, bulkhead, valve or pipe-line leakage, including hydraulic lines, liable to cause pollution or affect safe operations?

4.8.3 Is the vessel provided with an approved SOPEP / SMPEP and, if applicable, a VRP?

4.8.4 Is sufficient oil spill clean-up equipment available as per the SOPEP / SMPEP Manual?

4.8.5 Is the Oil Record Book Part I (and, if applicable, Part II) properly filled out and up to date?

4.8.6 Are bunkering / oil transfer procedures in place, and if

observed, adhered to? Is the bunkering gauging system operational?

4.8.7 Is oily water separator in apparent satisfactory condition, instructions posted and 15ppm monitor calibrated? Can vessel staff demonstrate how to display the electronic data history of the OWS if so equipped? Date last calibration test of OWS oil content meter, certificate available? Confirm no sign of any illegal piping (e.g. to bypass Oily Water Separator)?

4.8.8 Is a Garbage Management Plan in place and is the Garbage Record Book up to date? Is garbage segregation effective?

4.8.9 Are appropriate procedures in place for switch over to low Sulphur fuel when trading in relevant areas?

4.8.10 Is there an approved Ballast Management Plan on board and is the Ballast Water Record Book properly completed as appropriate?

4.8.11 What is the status of the ship's implementation plan for compliance with the 0.50% SULFUR LIMIT UNDER MARPOL ANNEX VI Regulation by January 01, 2020? Are there in-line sampling points fitted or designated for PSC to check on a fuel being used in the engines? The Sampling point(s) referred to shall be present "not later than the first renewal survey of IAPP certificate on or after 01 April 2023".

4.8.12 If fitted, is the ship's incinerator in good operational condition? Are there adequate waste oil management methods?

4.8.13 Are the overboard discharge valves secured in the closed position? Is the custody and location of the key for the overboard discharge valve locking device controlled?

Additional information

4.9 Bridge, Navigation and Communication

0 / 16 (0%)

4.9.1 Is bridge navigation and communication equipment in apparent satisfactory condition? Note: Surveyor should additionally check logbooks and weekly printouts. Are UPS/battery back-up/Emergency Power systems is good condition/maintained under ship's PMS?

4.9.1(a) Are Deck logbook and weekly printouts, GMDSS Log Book and other logs records adequate?

4.9.2 Is there an apparent working system in place to correct nautical charts and publications? Are relevant IMO

publications onboard (SOLAS, MARPOL, STCW, IMDG Code, IMSBC Code, ICS/OCIMF, ISGOTT, ICS Tanker safety Guide (Chemicals), Ship to Ship transfer Guide, Code of Safe Working Practices, etc.)?

4.9.3 If applicable, have officers undergone an approved ECDIS training course? (What type of specific familiarization training have the officers undergone?)

4.9.4 If fitted, is the Bridge Navigational Watch Alarm System in apparent satisfactory condition?

4.9.5 If fitted, is the Voyage Data Recorder operational?

4.9.6 If VDR is fitted, is the Master aware of how to save and retrieve data in the event of an incident?

4.9.7 Are regular checks on VDR operation implemented and recorded to ensure that the complete dataset is being correctly recorded? Date of last check?

4.9.8 Are Bridge Procedures, Company and master's Standing Orders, and records in place and followed? Are the occasions on when the Master is to be called specified?

4.9.9 Are navigation lights in apparent satisfactory condition with relevant alarms in working order, and are navigation shapes readily available?

4.9.10 Is passage planning properly carried out and covering berth to berth?

4.9.11 Is emergency communication between bridge-engine room and bridge-steering gear room in apparent satisfactory condition?

4.9.12 Is external weather routing in use for ocean voyages? (specifying what means of weather routing or precautionary reporting are used onboard for the voyage planning and during the voyages. If external weather routing is not provided, include Master's explanation -how is it handled?)

4.9.13 Is the vessel's condition verified and recorded including trim, list, draft, and intact stability prior to sailing? Has a loading / discharge plan been prepared?

4.9.14 Can ship's Officers demonstrate their knowledge on the stability booklet, cargo securing manual and software onboard. Is a sample condition printed out and cross checked with the stability booklet?

4.9.15 Are procedures to vacate anchorage due to impending bad weather in place?

Additional information

4.10 Hull and Deck

0 / 12 (0%)

4.10.1 Is the visible condition of shell plating in apparent satisfactory condition?

4.10.2.(a) Is the visible condition of deck plating in apparent satisfactory condition?

4.10.2.(b) If sighted does the thickness gauging report show areas with steel diminution all below 20%?

4.10.2.(c) If available – provide date of the last UT thickness measurement report and the average (percentage) diminution of shell, deck, bottom, and hold/tank bulkhead plating thickness. Provide a copy of UTM report if available.

4.10.3 Are hull markings legible?

4.10.4 Are vents and air / sounding pipes on deck in apparent satisfactory condition with efficient closing devices and clearly marked with the compartment they serve?

4.10.5 Are deck wiring, piping, bulkhead penetrations and cable runs in apparent satisfactory condition?

4.10.6 Are hatch covers, coamings, stays and connections to deck plating free of cracks / heavy corrosion?

4.10.7 Are weathertight doors and stores hatches fully operational and in apparent satisfactory condition?

4.10.8 Are windlasses, winches, rollers, fair leads, capstans, bollards and mooring lines in apparent satisfactory condition?

4.10.9 Are satisfactory emergency towing arrangements in place and in apparent satisfactory condition?

4.10.10 Are suitable vessel specific emergency towing procedures in place?

4.10.11 Are anchors and visible sections of anchor cables in apparent satisfactory condition? Is the bitter end release mechanism clearly marked?

Additional information

4.11 Ballast Tanks & Void Spaces

0 / 9 (0%)

4.11.1 Are tanks and void spaces and their internal access ladders apparently free from significant wastage, pitting and scale, including bottom plating and protective striker plate(s) under sounding pipe(s)?

4.11.2 Is the corrosion protection (coating / anodes) in apparent satisfactory condition?

4.11.3 Is the inspected steel structure apparently free from buckling / fractures / doublers / temporary repairs / poor alignment etc.?

4.11.4 Are ballast tanks' and voids' manhole covers in apparent satisfactory condition?

4.11.5 Are tanks free from any sign of oil contamination?

4.11.6 Is pipe-work passing through tanks / void spaces in apparent satisfactory condition?

4.11.7 Are ballast valves (hydraulic / manual) and actuating systems, if appropriate, in apparent satisfactory condition?

4.11.8 Is the ballast pumping system fully functional and regularly inspected?

4.11.9 Does the crew conduct ballast tank inspections in accordance with SMS and, if so, at what frequency? Are condition reports maintained onboard and sent to the ship's management office or logged in PMS?

4.11.10 Do the Class records indicate that water ballast tanks and / or voids require re-inspection at annual survey?

Additional information

4.12 Machinery Spaces

0 / 39 (0%)

4.12.1 Are engine compartments, including bilges, clean tidy and free from combustible materials?

4.12.2 Is main and auxiliary machinery in apparent satisfactory condition and free from significant oil or water leakages and/or temporary drains?

4.12.3 Is the engine monitoring and control system fully operational and regularly tested? Provide date of last full blackout test?

4.12.4 Is main switchboard protectively located and surrounded by non-conducting mat?

4.12.5 Is main switchboard earth fault monitoring equipment operational and indicating a satisfactory status?

4.12.6 Are self-closing devices of sight glasses on all oil tanks fully operational?

4.12.7 Are self-closing devices on engine room sounding pipes fully operational?

4.12.8 Are exhaust manifolds on machinery free from leaks and shielded with intact insulation?

4.12.9 Are FO / LO pipes and flanges adequately shielded? Is effective spray protection fitted to the fuel and oil pipes?

4.12.10 Are FO / LO purifiers and FO heaters / LO coolers and filters in apparent satisfactory condition?

4.12.11 Are engine spares properly stored and secured?

4.12.12 Does there appear to be sufficient spare parts?

4.12.13 Are ER pipe systems, sea suction and overboard valves free from apparent deterioration, leaks, temporary repairs and cement boxes?

4.12.14 Are ER gratings in place secured and in a clean and safe condition?

4.12.15 Is the steering gear tested, free from hydraulic leaks and in apparent satisfactory condition? Are auto to manual changeover procedures and emergency steering instructions displayed? Is heading information displayed at the emergency steering position? (>1992)

4.12.16 Are lube oil samples taken from main & auxiliary engines, all major engine room equipment, deck machinery and cranes for analysis at intervals not exceeding 3 months or the period specified in vessel's SMS for particular machinery? Confirm that the test results show the criteria measured to be within acceptable limits.

4.12.17 Are all major engine room machinery items, deck machinery and cranes maintained within the Maker’s scheduled intervals? Review engine room management schedule (established PMS intervals) and current running hours to confirm that there are no long overdue jobs and overhauls of main & auxiliary engines and major engine room machinery items.

4.12.18 Are appropriate procedures being followed for verification of fuel suitability, collecting representative bunker samples at ship’s bunker-station during bunkering

for testing & comparing to the ISO 8217 standard specification /reviewing results of fuel analysis for each stem of fuel prior to using it for engines onboard?

4.12.19 Are appropriate procedures being followed for onboard fuel-management based on recommendations made in the results of fuel analysis? Is purification efficiency regularly assessed by comparing fuel samples before and after fuel purifier? (Recommended interval not exceeding 6 months).

4.12.20 Are emergency power sources such as emergency generator and batteries in apparent satisfactory condition? Operations of the emergency generator should be started by crew members under the supervision and without the direct guidance of an experienced officer.

4.12.21 Is machinery guarded where appropriate (including coupling guards)?

4.12.22 Are Engine Logbook records adequate?

4.12.23 Are performance reports for Main Engine and Aux-Engine(s) in order and kept on records? Are most recent overhaul reports for Main Engine and Aux-Engine(s) in order and kept onboard together with calibration records of measurement of cylinder liners (and bores), pistons, conrods, bearings, crankshaft, other ancillary components and Turbochargers? (especially for major overhauls made during a shipyard periods)

Additional information

4.13 Shipboard Security and Cyber Security 0 / 16 (0%)

4.13.1 Is International Ship and Port Facility Security Plan (ISPS) in place? Have shipboard security procedures and records, including MARSEC level, access control of visitors prescribed by SPS (ISPS), etc., been inspected and found in order?

4.13.2 Are there Cyber–Security measures in place to control the use of removable media (USB memory sticks, CDs, DVDs, etc.) onboard? Are crew networks isolated from computer systems designated for ship's operations. Are there means for visitors (Surveyors / Cargo inspectors etc.) to print out paperwork on an isolated printer?

Note: The ship's cyber security policy and procedures should be inspected and it should be confirmed that they comprise part of the ship's management system. It should be verified that basic cyber hygiene rules, such as access restriction to shipboard computers and systems, procedures for the update of ENC/ECDIS, password protection, etc., are followed.

4.13.3 Is there an efficient password protection system in place for each ship-board computer?

4.13.4 Is antivirus protection software in place and regularly updated in the ship-board computer systems?

4.13.5 Are servers on board locked / protected from unauthorized access? Who has the keys?

4.13.6 Is there an internet policy for crew onboard and are the crew trained in its proper usage?

4.13.7 Is there evidence in the ship security file of a completed risk assessment establishing the risks of a cyber-attack and countermeasures?

4.13.8 Are contingency and Response procedures for a cyber event/attack in place?

4.13.9 Is the Ship Security Alert System (SSAS) tested quarterly or before entering high risk areas? Are all officers and crew familiar with its location(s)?

4.13.10 Does the vessel have the latest security charts and Best Management Practices (BMP) publications for the applicable high risk transit areas?

4.13.11 Have piracy prevention measures and their implementation been verified and confirmed in order?

4.13.12 Are records of a stowaway search performed before port departure in place, if applicable?

4.13.13 Has a security risk assessment been prepared for a High–Risk Area (HRA) transits, are records kept?

4.13.14 Does the vessel's trading route(s) potentially pass through HRA?

The item 4.13.14 should be "Yes" if vessel is trading worldwide. Otherwise, please describe ship's trading area and mark items 4.13.15 and 4.15.16 as "N/A" - not applicable.

4.13.15 Are ship security supplies available onboard?
This question only applicable if 4.13.14 is answered affirmatively.

4.13.16 Is a CITADEL designated in the Ship's Security Plan and equipped appropriately?
This question only applicable if 4.13.14 is answered affirmatively.

5.1 Cargo tanks and systems

0 / 30 (0%)

5.1.1 Are cargo tank coatings in apparent satisfactory condition and free from defects which could impair cargo worthiness? Not applicable for dedicated crude oil carriers (as the tank walls get coated with wax from crude oil)

Note: If the COTs are pressurized or cargo operations are in progress, which is usually the case (except DD) the surveyor should determine condition of COTs / Ballast Tanks by checking Executive Summary, notations, if any on SS Report issued by Class (as COTs are checked during SS, and if there is no mention, that would mean that the COTs and Ballast Tanks are in acceptable condition). Tanks of 15 years or more of age have CAP rating and the surveyor can determine condition of COTs / Ballast Tanks from the CAP report. The Oil Majors require CAP rating and the SIRE inspectors always check it. The vessel's SMS may specify period of inspection of the COT / WBT by crew and those reports shall be available for surveyor as well. This approach would avoid the surveyor simply mentioning that COTs could not be examined as access was restricted.

5.1.2 Is the structure in cargo tanks apparently free from significant corrosion, pitting, scaling, buckling, dents, fractures, wastage, doublers, temporary repairs etc.?

5.1.3 Is plating under suction bell mouths in apparent satisfactory condition?

5.1.4 Are cargo pumps, ballast pumps and stripping arrangements (stripping pumps and/or eductors) fully operational, including associated monitoring alarms, instrumentation, and controls? Is there a fixed pumping arrangement available on main deck near the aftermost scupper to drain rainwater or spilled cargo on deck, into slop or retention tank? Is the fixed pumping arrangement available for immediate use?

Note 1:- The Surveyor should ask an officer to operate the air-driven or hydraulically driven pump)

Note 2: Tankers are also equipped with dump valves, which cannot be operated if the Slop tank is not de-pressurized, in view that during testing there is no liquid above the dump valve.

5.1.5 If fitted, are deep well pump cofferdams purged as per manufacturer's guidance and are records maintained onboard? Does vessel have emergency means to discharge cargo in an event of failure of deep well pump? Is the means for emergency discharge inspected and results recorded?

5.1.6 Are cargo pump emergency stops properly located and regularly tested?

5.1.7 Is the condition of pipe work in tanks or passing through in apparent satisfactory condition?

5.1.8 Are deck cargo piping, manifolds and relevant deck equipment pressure tested, suitably marked and in apparent satisfactory condition? Dates of last testing by shore and by crew.

5.1.9 Are cargo and vapor lines clearly marked and are all lines lagged effectively? Have the deck cargo lines been pressure tested and marked with date of pressure test? Are P/V (Pressure/Vacuum) valves regularly tested and are all flame screens apparently intact and free from debris? Date last test P/V valves? (Including IG)

Note: Vapor lines and P/V (Pressure / Vacuum) breakers are to be tested annually. Usually the companies provide instrument and the C/O tests the PV Breakers on the ship itself, rather than to have a workshop come in for testing (which is unnecessary and expensive). During annual survey of IOPP, the class surveyor would randomly check the PV valves, but not all. Cargo lines are tested prior cargo operations. This is not a regulation as such but the SIRE inspector recommends and they place notation on SIRE report. Oil Majors are usually careful and just have their additional precautions. Otherwise, regulations require 1 yearly pressure testing of cargo lines / bunker lines.

5.1.10 Are reducers, removable U-bends and cargo hoses, if carried, in apparent satisfactory condition?

5.1.11 Are hoses pressure tested, certificated and in apparent satisfactory condition?

5.1.12 Are hoses regularly tested for continuity?

5.1.13 Are spill trays and save-alls at cargo-manifold in apparent satisfactory condition and free from cargo? Is drainage arrangements in good condition and where does the oil drain into?

5.1.14 Is the ship provided with portable instruments as required, is span gas available and are records of recent calibration kept?

5.1.15 Are the fixed and portable electrical equipment used suitable for use in hazardous areas?

5.1.16 Are superstructure and deckhouse doors, windows, air inlet flaps, etc. facing the cargo area in apparent satisfactory condition?

5.1.17 Is the pump room clean and tidy and are bilges free from cargo?

5.1.18 Are pumps and shaft bearings in apparent satisfactory condition? Are pumproom rounds routinely taken and logged? Are temperatures for the bearing monitored-records being reviewed and logged by crew?

5.1.19 Are pump room fans operational?

5.1.20 Is pump room floor plating satisfactory?

5.1.21 Are safe pump room procedures identified and complied with? Is the emergency communication between pump room and cargo control room in working condition?

5.1.22 Is the cargo heating system apparently fully operational and well maintained? Are the heating pipe lines and coils successfully pressure-tested every 6 months and reportedly free of leaks and relevant records maintained onboard?

5.1.23 If a vapor emission return system is fitted, is it in apparent satisfactory condition?

5.1.24 Is the vapor manifold clearly marked?

5.1.25 If appropriate, are fire wires in apparent satisfactory condition and properly rigged?

5.1.26 Has the ship been inspected by OCIMF-Sire and / or CDI recently?

5.1.27 Are cargo tanks suitable for the carriage of the nominated cargoes?

5.1.28 Is cargo loaded in accordance with hazardous cargo codes?

5.1.29 Is cargo handled in accordance with the vessel's Cargo Loading Manual?

5.1.30 Do cargo logs have start/stop times, draughts, weather, cargo rates?

Additional information

5.2 Inert Gas System 0 / 2 (0%)

5.2.1 Is the IGS, including instrumentation, alarms, trips, and pressure and oxygen recorder apparently operational and calibration records maintained? Is the crew aware of the IG sampling point? Is IG oxygen analyzer calibrated prior to cargo operations? Is IG sample tested for oxygen level at break of accommodation and is in conformity with oxygen level remote gauge in cargo control room? Is this logged?

5.2.2 Are fans, scrubber, deck seals, PV breakers and non-return valves in apparent satisfactory condition? When were these equipment last inspected / tested? When was

deck seal internally examined?

Additional information

5.3 Tank Cleaning System	0 / 2 (0%)

5.3.1 Is tank cleaning system in apparent satisfactory condition and fully operational?

5.3.2 Is an approved tank cleaning system manual provided and are tank cleaning plans prepared and adhered to?

Additional information

5.4 Closing appliances	0 / 3 (0%)

5.4.1 Are closing devices, associated gaskets and securing arrangements on the freeboard deck in apparent satisfactory condition?

5.4.2 Are the vapor locks for closed sampling / ullaging devices calibrated and operational?

5.4.3 Are air locks, if applicable, operational and in apparent satisfactory condition?

Additional information

5.5 Cargo Control	0 / 11 (0%)

5.5.1 Are cargo monitoring indicators, controls, and panels in apparent satisfactory condition? Are all valve position and tank level indicators operational?

5.5.2 Are detailed cargo handling and tank cleaning plans prepared and are operations carried out and logged in accordance with the agreed plan?

5.5.3 Is the tank gauging system, including temperature reading if fitted, apparently operational and cross checked with manual readings and regularly tested? Are ullage gauges, vapor locks and UTI tapes in apparent good order? Are UTI Tapes routinely tested / calibrated ashore?

5.5.4 Are gas detection systems and bilge alarms operational, regularly tested and with results recorded?

5.5.5 If a fixed gas detection and monitoring system is not fitted, are routines in place for regular monitoring with portable instruments?

5.5.6 Are safety guidelines regarding static hazards in place and strictly adhered to?

5.5.7 Is oil discharge monitoring equipment (ODME) fitted and apparently operational?

5.5.8 Are PV valves tested on a regular basis and are all flame screens apparently intact and free from debris? Date last test P/V valves? (Including IG)

5.5.9 Is the liquid level in PV breaker satisfactory and is it suitably protected against cold weather?

5.5.10 Is appropriate cargo specific information including Material Safety Data Sheets available on board?

5.5.11 Do deck officers have good knowledge of the ship's cargo system and loading/discharge procedures?

Additional information

5.6 Safety and Operational test (were the following tests carried out and found satisfactory?) 0 / 6 (0%)

5.6.1 Engine room bilge high level alarms.

5.6.2 Emergency fire pump on with two fire hoses on separate hydrants.

5.6.3 Emergency power sources and emergency lighting.

5.6.4 Engine room remote stops and shutdowns.

5.6.5 Relevant cargo high level alarms.

5.6.6 Is there regular testing of cargo pump(s) emergency shutdown? Date of last test?

Additional information

Signatures 0 / 1 (0%)

Master's signature: (For receipt only)

Surveyor's signature

Are you done inspecting and reporting, and the report is considered to be completed? (email will be sent to the Club if report is completed)