

CONDITION SURVEY

Ship name:

Port:

Date:

Survey type:

Contents

Section 1 – Ship Information & Summary

Section 2 – Hull and Machinery Survey

Section 3 – Marpol

Section 4 – Cargo

Section 5 – Bridge

Section 6 – Personal Safety

Section 7 – Manning

Section 8 – Security

Section 9 - ISM

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CONDITION SURVEY
ON BEHALF OF THE STANDARD STEAMSHIP OWNERS
PROTECTION & INDEMNITY ASSOCIATION

Section 1 - Ship Information & Summary

Name: *

IMO No. *

Date: *

Flag: *

ShipType: *

Owners: *

Technical Managers: *

Current Classification Society: *

Previous Classification Society: *

Period of lay-up in last 5 years: *

G.R.T. *

D.W.T. *

L.B.P. *

Date of Build: *

Place of Build: *

Recent cargoes carried: *

Recent ports of call: *

Officer Nationality: *

Survey Port: *

Surveyor: *

General Survey Comments

List of Recommendations

Areas not examined

Section 2 - Hull & Machinery Survey

Certificates and Class Surveys

- Are all statutory certificates, including annual surveys up to date? (Y/N) *
- Check "quarterly listing", are there any overdue classification surveys? *
- Advise date of last Special Survey/Docking Survey: *

Report on any Class or statutory due or overdue surveys. Attach a copy of the latest Class listing:

Examine the record of Port State Detentions and report on any detention:

- Does the ship have valid certification for oil, air and sewage pollution? (Y/N) *
- List dates of change of Technical Management: *
- List dates of Ownership change: *
- List dates of changes of Classification Society: *

Hull Construction

Describe the type of hull, with details of bulkheads and framing, listing materials used in the construction:

Advise extent, location and grade of high tensile steel. Give details of the typical original material thickness of shell/deck plating and shell frame webs:

- Are holds strengthened for heavy cargoes? (Y/N) *
- Ice strengthened? (Y/N) *
- Are cargo spaces able to carry fluids? (Y/N) *

If yes, list:

Review tank coating evaluation report and comment on the recorded condition of the coating in wing ballast tanks:

List special features:

Maintenance

Is there a structured system for maintenance which lists overhauls in date order with records of completed work? (Y/N) *

If no, describe maintenance procedures:

Is the system of maintenance up to date? (Y/N) *

Are ballast tanks and hatch covers (if fitted) included in the planned maintenance system? (Y/N) *

Briefly outline the corrosion control policy for the external hull, cargo spaces and ballast tanks:

Briefly review the last thickness determination readings and comment on any low values:

(Note: If surveyors have their own thickness determination meter they can randomly take readings of apparently thin plate and report.)

Are there sufficient spare parts? (Y/N) *

Surveyor's comments and deficiencies noted:

Hull Condition

Is the shell plating? (HEAVILY RUSTED/SOME RUST/FREE FROM RUST) *

Is the deck plating? (HEAVILY RUSTED/SOME RUST/FREE FROM RUST) *

Advise % area not covered by paint? Shell (P)* Shell (S)* (DECK) *

Are there any sharp indents on the shell or deck? (Y/N) *

Is there any buckling on the shell or deck? (Y/N) *

If yes, advise extent of damage:

Advise average depth and frequency of pitting:

Shell – Depth * Frequency *

Deck – Depth * Frequency *

Advise areas of localised accelerated corrosion:

Are doublers fitted on the shell or deck? (Y/N)

*

If yes, describe the location and extent:

Is there any added reinforcement around openings in the deck? (Y/N)

*

If yes, describe the arrangements:

The hull's condition is? (VERY POOR/POOR/FAIR/GOOD)

*

Openings in the Deck

Are pipe and hatch penetrations corroded where they connect with the ship's main deck? (Y/N)

*

Are air pipe headers free from obvious corrosion? (Y/N)

*

Are access hatch doors, gaskets, dogs and plating in good condition? (Y/N)

*

Are air pipes and sounding pipes free from damage/deficiency? (Y/N)

*

Are air pipe headers and sounding pipe caps in good condition? (Y/N)

*

When were air pipe headers last opened and examined?

*

List defects with watertight doors and with air pipe headers and access hatch lids, (advise location)

Is the ballast and fire main free from corrosion and leakage? (Y/N)

*

Are pipes on deck correctly supported? (Y/N)

*

Are hydraulic pipes free from corrosion and/or leakage (incl. hydraulic rams)? (Y/N)

*

If no, give details:

Surveyor's comments and deficiencies noted:

Lifting Appliances/Machinery

Are cranes, derricks including winches, blocks, wires, shackles and connecting points free from apparent wear and tear? (Y/N)

*

Is windlass, mooring winches and other machinery in apparent good order? (Y/N)

*

If no, report details:

- Do lifting appliances, wires, blocks and shackles have test certificates? (Y/N) *
- Do they appear well maintained and greased? (Y/N) *
- Is the gangway, its motor and wires in apparent good order? (Y/N) *
- Are limit switches functioning correctly (randomly test)? (Y/N) *
- Is the gangway correctly rigged? (Y/N) *

If no, advise details:

Ballast Tanks

List the permanent ballast tanks or attach capacity plan (include ballast holds):

Do Class records indicate ballast tanks have significant corrosion? (Y/N) *

Superficially examine two ballast tanks (routine survey), four ballast tanks (entry survey) internally. Additional ballast tanks should be examined if significant corrosion, corrosion holes or cracking is found. Examine at least one forward and one amidships ballast tank.

Advise method for corrosion protection:

If evidence of wastage, cracking or buckling is found make a written description. Describe your general findings:

Describe the condition of deck longitudinals, stringer plates and scallop holes:

Advise the method to maintain ballast tanks since the ship was constructed:

Report on:

- a) Approximate wastage of anodes
- b) Cleanliness of tank (HEAVY SLUDGE/LIGHT SLUDGE/WATER RESIDUE/CLEAN)
- c) Coating condition (BROKEN DOWN/PARTIALLY BROKEN DOWN/COMPLETE)
- d) Steelwork condition (PITTED/WASTED/HEAVILY RUSTED/RUSTED/GOOD)
- e) Pipe work condition (PITTED/WASTED/HEAVILY RUSTED/RUSTED/GOOD)
- f) Distortion in the structural members (YES/NO)
- g) Evidence of oil contamination (YES/NO)
- h) Any detached or damaged structure (YES/NO)
- i) Valves and spindle condition (POOR/GOOD)
- j) Structure doubled (YES/NO)
- k) Are access ladders in good condition and safe (YES/NO)

| | | | | | |
|-------------------------------|--|--|--|--|--|
| Tank No. | | | | | |
| a) Anode wastage (%) | | | | | |
| b) Cleanliness | | | | | |
| c) Coating condition | | | | | |
| d) Steelwork condition | | | | | |
| e) Pipe work condition | | | | | |
| f) Distortion? | | | | | |
| g) Oil contamination | | | | | |
| h) Structure detached? | | | | | |
| i) Valves and spindles | | | | | |
| j) Doublers? | | | | | |
| k) Access condition | | | | | |

The condition of the ballast tanks are? (POOR/FAIR/GOOD)

*

Surveyor's comments and deficiencies noted:

Cargo spaces – dry cargo ships

Cargo Holds

Number of cargo holds *

Number of tween decks *

Three cargo holds to be superficially examined without staging (routine surveys).

All cargo holds to be examined (entry survey) (N.B: If 7 or more cargo holds, only 5 need to be examined). Report on:

Cargo Hold No. 1

Is it apparent that the collision bulkhead is doubled or leaking? (Y/N)

*

Any plating renewal/doubling evident? (Y/N)

*

Is there any evidence of leakage from ballast tanks? (Y/N)

*

Is the paint coating on structure, including deck girders, brackets, shell and web frames? (POOR/FAIR/GOOD)

*

The structure, including bulkheads, deck girders, brackets, shell and web frames is? (POOR/FAIR/GOOD)

*

Grooving found on shell or frames? (Y/N)

*

Are there any detached or damaged shell side frames or brackets? (Y/N)

*

Are there any sharp and deep indents in the tank top? (Y/N)

*

Is the bilge suction fitted with an efficient filter? (Y/N)

*

- Is there a bilge alarm system? (Y/N) *
- Are sounding pipes and air pipes free from damage? (Y/N) *
- Are sounding pipes and air pipes protected from damage? (Y/N) *
- Are access ladders free from damage? (Y/N) *

Comment on the suitability of the cargo space for grain cargoes, the intended cargoes and water sensitive cargoes:

The condition of this cargo space is: (POOR/FAIR/GOOD) *

Cargo Hold No. 2

- Is it apparent that the collision bulkhead is doubled or leaking? (Y/N) *
- Any plating renewal/doubling evident? (Y/N) *
- Is there any evidence of leakage from ballast tanks? (Y/N) *
- Is the paint coating on structure, including deck girders, brackets, shell and web frames? (POOR/FAIR/GOOD) *
- The structure, including bulkheads, deck girders, brackets, shell and web frames is? (POOR/FAIR/GOOD) *
- Grooving found on shell or frames? (Y/N) *
- Are there any detached or damaged shell side frames or brackets? (Y/N) *
- Are there any sharp and deep indents in the tank top? (Y/N) *
- Is the bilge suction fitted with an efficient filter? (Y/N) *
- Is there a bilge alarm system? (Y/N) *
- Are sounding pipes and air pipes free from damage? (Y/N) *
- Are sounding pipes and air pipes protected from damage? (Y/N) *
- Are access ladders free from damage? (Y/N) *

Comment on the suitability of the cargo space for grain cargoes, the intended cargoes and water sensitive cargoes:

The condition of this cargo space is: (POOR/FAIR/GOOD) *

(Copy the above section if required)

Cargo Hatch Covers and Coamings

All cargo hatch covers and coamings to be superficially examined to report on:

Describe the hatch arrangement and hatch cover design and closing arrangements:

Hatch #1

- Is there any rust streaking on hatch coaming(s) or indications that hatch covers are leaking? (Y/N) *
- Hatch cover plating is? (POOR/FAIR/GOOD) *
- Hatch cover beams are? (POOR/FAIR/GOOD) *

- Hatch coaming plating is? (POOR/FAIR/GOOD) *
- Are compression bars straight and free from distortion and or damage? (Y/N) *
- Are cross joint wedges and quick acting cleats without damage/deficiency? (Y/N) *
- Is hatch cover rubber packing in good condition and without damage? (Y/N) *
- Is rubber packing permanently impressed by more than 10mm? (Y/N) *
- Have the hatch covers been rebuilt at any stage? (Y/N) *
- Are hatch coamings, support brackets and tripping brackets in good condition? (Y/N) *
- Are drain channels and pipes clear and free from debris? (Y/N) *
- Do the hatch landing pads appear serviceable? (Y/N) *
- Do the hatch panels appear to align? (Y/N) *

(Copy and paste the above section for other hatch covers examined)

- The condition of hatch covers, wedges and cleats are? (POOR/FAIR/GOOD) *
- The condition of compression bars and coamings are? (POOR/FAIR/GOOD) *
- The condition of hatch cover packings are? (POOR/FAIR/GOOD) *
- The condition of tarpaulins are? (POOR/FAIR/GOOD) *

Surveyor's comments and deficiencies noted:

Additional for Refrigerated Cargo Ships

Describe the arrangement of refrigerated spaces and their groups:

Three refrigerated holds (routine survey) and all refrigerated holds (entry survey) to be examined and reported in the table below:

- a) Number of tween decks/lockers ?
- b) Is the deckhead, bulkhead and deck insulation intact? (YES/NO)
- c) Evidence of wet insulation? (YES/NO)
- d) Are hatch gratings in good condition? (YES/NO)
- e) Are air screens and ducting damaged or restricted? (YES/NO)
- f) Are accesses safe and insulated plugs available? (YES/NO)
- g) Is the temperature and humidity monitoring equipment in good order? (YES/NO)
- h) When was the last ice test performed? (DATE)
- i) Is there any evidence of the bilges/scuppers not draining or overflowing (YES/NO)
- j) Are leaks apparent in secondary cooling systems (YES/NO)
- k) Are air refreshing and cooling fan systems operational.

| Hold # | 1 | 2 | 3 | 4 | 5 |
|----------------------------|---|---|---|---|---|
| a) Tween decks/lockers | / | / | / | / | / |
| b) Insulation condition | | | | | |
| c) Insulation wet? | | | | | |
| d) Gratings | | | | | |
| e) Air flow equipment | | | | | |
| f) Access and insul. plugs | | | | | |
| g) Monitoring equipment | | | | | |
| h) Last ice test date | | | | | |
| i) Bilge arrangements | | | | | |
| j) Brine leakage? | | | | | |
| k) Fan condition | | | | | |

If converted to controlled atmosphere describe the arrangements:

The condition of this refrigerated cargo space is: POOR/FAIR/GOOD *

Refrigeration Machinery

Describe the refrigeration control system and plant:

Are all refrigeration compressor(s) operational? *

Is temperature monitoring equipment working correctly? *

Have there been any modifications to the temperature monitoring equipment? *

Is there a procedure for testing temperature probes and monitoring equipment? *

Is CO₂ monitoring equipment working correctly? *

Is brine room in good condition, including piping, valves and insulation? *

Is consumption of refrigerant/calcium chloride within acceptable limits? *

Is there an adequate store of refrigerant/calcium chloride on board? *

Surveyor's comments and deficiencies noted:

Cargo spaces – Tankers

General Arrangement

Technical description of the ship, pumping and piping arrangements, ventilation arrangements, segregation arrangements, colour coding and ballast, cargo heating, inert gas and COW systems:

Cargo Tank Examination

Examine any of the cargo tanks that are gas free. A minimum of three tanks for routine surveys and six tanks for entry surveys.

Technical description of tank layout, construction and materials:

Report in table below on:

- a) Degree of corrosion in primary structure (%)
- b) Extent of pitting in shell and bottom plating (%)
- c) Condition of webs, flanges and connecting brackets? (POOR/FAIR/GOOD)
- d) Condition of anodes and paint coating (POOR//FAIR/GOOD)
- e) Condition of heating coils (POOR/FAIR/GOOD)
- f) Condition of piping (cargo, ballast and hydraulic) including suction points (POOR/FAIR/GOOD)
- g) Condition of spindles and valves (POOR/FAIR/GOOD)
- h) Degree of cracking and wastage (POOR/FAIR/GOOD)
- (i) Condition of fixed gauging (POOR/FAIR/GOOD)

| | | | | | |
|--|--|--|--|--|--|
| Tank No. | | | | | |
| a) Primary corrosion | | | | | |
| b) Shell and bottom pitting | | | | | |
| c) Brackets and webs | | | | | |
| d) Anodes and coating | | | | | |
| e) Heating coil matl. & cond. | | | | | |
| f) Pipe work | | | | | |
| g) Valves and spindles | | | | | |
| h) Cracking and wastage | | | | | |
| i) Fixed gauging cond. | | | | | |

The condition of coatings are? (GOOD/FAIR/POOR/VERY POOR) *

The condition of steel structure is? (GOOD/FAIR/POOR/VERY POOR) *

List, space by space, the defects found in every cargo space examined:

Surveyor's comments and deficiencies noted:

Piping – tankers

Advise the number of grades which can be carried with two valve segregation:

Complete a superficial examination of cargo, ballast, COW, IG and steam piping, to report on:-

- Are pipes and valves colour coded? (Y/N) *
- Advise date when cargo piping was last pressure tested:Pressure (Date) *
- Advise date when heating coils were last pressure tested:Pressure: (Date) *
- Is piping well painted?Is piping well maintained? (Y/N) *
- The condition of piping is:PITTED/HEAVILY WASTED/HEAVILY RUSTED/RUSTED/GOOD *
- The condition of the pipe clips are? (HEAVILY CORRODED/CORRODED/GOOD) *

- Is there any hard spot corrosion, doublers or temporary repairs on pipes? (Y/N) *
- Is there any temporary piping in use (flexi or steel)? (Y/N) *
- Are flexible cargo hoses certified? (Y/N) *
- Is cargo piping earthed? (Y/N) *
- Are any flanged connections leaking in:
 - a) ballast piping (Y/N) *
 - b) cargo piping (Y/N) *
 - c) COW piping (Y/N) *
 - d) IG piping (Y/N) *
 - e) steam piping (Y/N) *
 - f) hydraulic piping (Y/N) *
- Is there any loose oil on deck? (Y/N) *
- Is there any loose oil in savealls? (Y/N) *

Surveyor's comments and deficiencies noted:

Cargo systems

- If valves are hydraulically operated, is hydraulic piping in good condition, free from heavy corrosion and leaking joints? (Y/N) *
- Is IG system reported to be operational? O₂ content (Y/N) *
- Is the water level in the deck seal satisfactory? (Y/N) *
- Are PV Valves in full working order? (attach last test calibration report) (Y/N) *
- Is Oil Discharge Monitoring equipment reported operational? (Y/N) *
- Is closed loading and gauging in full working order? (Y/N) *
- Are "high" and "high high" level alarms in full working order? (Y/N) *
- How do operators check if valves are fully open or closed?

Advise number, application and condition of gas detection equipment:

Surveyor's comments and deficiencies noted:

Pump Room

A superficial examination of the pump room is to be carried out in order to report on:-

Number of cargo, ballast and stripping pumps:

- Are the cargo/ballast and stripping pumps in good efficient working condition? (Y/N) *
- Are shaft glands to the engine room gas-tight? (Y/N) *
- Is there any evidence of leaking pumps or piping? (Y/N) *
- Is the pump room free from loose oil? (Y/N) *
- Are the pump room fans fully operational? (Y/N) *
- Are the emergency stops for cargo pumps operational? (Y/N) *
- Is the escape access clear of obstacles? (Y/N) *
- Is the lighting undamaged/functional and providing adequate illumination? (Y/N) *

- Are floor platings fixed and undamaged? (Y/N) *
- Are valves reported in working condition? (Y/N) *
- Condition of piping is: (SIGNIFICANT LEAKAGE/LEAKING/WELL PAINTED) *
- Advise apparent condition of overboard discharges:

Tank Vents

- On tank vents and ullage ports are flame gauzes fitted and in good condition ?
(only examine if access easy) (Y/N) *
- Are tank access covers, ullage covers and gaskets in good condition? (Y/N) *

Control Room

- Are indicators and control panels in satisfactory condition? (Y/N) *
- Can the ship's officers confirm the control panel to operate without problems? (Y/N) *
- Do ship's officers have adequate knowledge to operation of the control panel? (Y/N) *
- Can the main deck be viewed from the control room? (Y/N) *

Describe sampling procedures, and the analysis and storage of samples:

Surveyor's comments and deficiencies noted:

Machinery

- Is the general appearance of the Engine Room? (UNTIDY AND DIRTY/BEING
UPGRADED
/CLEAN AND WELL RUN) *
- Appearance of main engine is? (VERY OILY/OILY/CLEAN) *
- Appearance of generators are? (VERY OILY/OILY/CLEAN) *
- List briefly the main equipment in the engine room and name the manufacturer:
 - Main engine: *
 - Generators: *
 - Purifiers: *
 - Compressors: *
 - Pumps: *
 - Boiler: *

Examine the engine room logbook for any unusual exhaust gas temperatures,
breakdowns or electrical failures that may have occurred during most recent ocean voyage:

Examine the records for testing safety and emergency equipment. Report on the frequency of testing and maintenance:

Report the fuel type and average consumption for:

Main engine: *
Generators: *
Boiler: *

Report on machinery overhaul status:

| | |
|---|---|
| Is sufficient routine maintenance being carried out? (Y/N) | * |
| Are there any exhaust leaks from main engine or generators? (Y/N) | * |
| Are there any water leaks from main engine or generators? (Y/N) | * |
| Do any pump glands have unacceptable leaks? (Y/N) | * |
| Are there any other fuel oil, lub. oil or water leaks? (Y/N) | * |

Advise number of generators used during normal ocean passage, report loading:

| | |
|---|---|
| Are there any generators, purifiers or compressors which are out of service? (Y/N) | * |
| Are piping systems seen generally without signs of leakage and temporary repairs? (Y/N) | * |
| Is spray protection fitted in fuel and lub. oil pipes? (Y/N) | * |
| Is the switchboard and earth monitoring in apparent good order? (Y/N) | * |
| Are the engine room lighting levels adequate? (Y/N) | * |
| Have there been any alterations to the electrical systems? (Y/N) | * |
| If yes, do these appear satisfactory? (Y/N) | * |
| Is the engine room properly ventilated? (Y/N) | * |
| Are the Engine Room bilges clean and dry? (Y/N) | * |

If no, describe condition:

| | |
|--|---|
| Are Engine Room floor plates secured? (Y/N) | * |
| Is the engine room littered with oily rags? (Y/N) | * |
| Are there any exposed and unlagged exhaust manifolds/piping? (Y/N) | * |
| Do any potential fire hazards exist? (Y/N) | * |

Advise details:

Is the condition of any asbestos?(BREAKING DOWN/SUSPECT/GOOD/NOT FITTED) *

Advise condition of water in main boiler(s) observation tank, the boiler lagging and watch glass, any recent boiler problems and daily water consumption:

Is the engineer's alarm operational? (Y/N) *

Are workshops in good order? (Y/N) *

Are goggles and tool supports provided at drilling, cutting and grinding machines? (Y/N) *

Are permanent eye shields fitted on grinding machines? (Y/N) *

Is the stern gland free from leakage? (Y/N) *

If oil lubricated, does the oil appear clean? (Y/N) *

Advise date and frequency when lub. oil samples last sent for analysis:

The condition of engine room/equipment is? (VERY POOR/POOR/FAIR/GOOD) *

Is there any loose oil or water in the steering gear room? (Y/N) *

Are there any hydraulic leaks from steering gear piping? (Y/N) *

Satisfactory test of emergency steering gear (Y/N) *

Has a satisfactory test of the emergency generator been completed? (Y/N) *

Was the machine placed on load? (Y/N) *

Surveyor's comments and deficiencies noted:

Section 3 - Marpol regulations

Oil Waste Management and Control

List the equipment fitted for compliance with Marpol for the discharge of oil waste from the engine room:

Describe the process followed for the discharge of oil waste, sludge and oil water from the engine room:

Examine the oil record book, is the book correctly filled in and up-to-date? (Y/N) *
Examine the engine stores, work areas and void areas. Are there any portable pumps and flexible piping? (Y/N) *

If yes, what is their use?

Is the OWS overboard discharge valve marked and lockable in closed position? (Y/N) *
Are the ship's engineers aware of the oil discharge procedures? (Y/N) *
Are these discussed during ship meetings? (Y/N) *
What is the ship's capacity to retain slops? (m³) * m³
Is the oil/water separator in full working order and tested? (Y/N) *
Are a full set of spares for the oil/water separator and 15 ppm alarm/automatic valve on board? (Y/N) *
Are 'discharge of oil prohibited' notices on board and displayed? (Y/N) *
Has the chief engineer issued a formal bunkering policy? (Y/N) *
Does the ship provide training in oil spill response? (Y/N) *
Is the equipment available to deal with oil pollution operational? (Y/N) *
Does the ship have an operational incinerator? (Y/N) *

Surveyor's comments and deficiencies noted:

Garbage

Where is garbage stored?

Are plastics, food stuffs and glass separated? (Y/N) *

What is the procedure for garbage disposal i.e. use of incinerator?

Is the garbage record book correctly filled in and up-to-date? (Y/N)

*

Air pollution

What procedures are followed for the prevention of pollution by smoke (Marpol Annex VI)?

Cargo residues and hold sweepings – dry cargo ships

How are they disposed of?

Surveyor's comments and deficiencies noted:

Section 4 - Cargo

Cargoworthiness

Is the cargo space fit for the proposed/present cargo? (Y/N) *

Is there a cargo loading/discharge procedure signed by the Chief Officer and Master? (Y/N) *

How was the cargo space prepared for the proposed/present cargo? List tests for cargoworthiness:

How is the condition of cargo established during/before loading and what cargo records are kept?

What actions are taken when pre-shipment damage is suspected?

Who issues the bills of lading and what is the procedure to ensure that these are correctly endorsed with details of any pre-shipment damage with accurate figures for quantity loaded?

Is a port log completed with start/stop times of loading, draught and weather? (Y/N) *

Does the ship take samples of cargo and if so, how are the samples stored?

Cargo procedures - Dry Cargo Ships

During loading, who/how is stowage and securing supervised?

When unfavourable cargo distribution is detected, what actions are taken?

Before handing over the ship to stevedores, what procedures are followed to point out potential hazards in cargo?

Additional for Container ships

- Is the ship especially designed for the carriage of containers on deck? (Y/N) *
- Is the ship especially designed for the carriage of containers below deck? (Y/N) *
- Is the container lashing system class approved? (Y/N) *
- Is there an approved cargo securing manual on board? (Y/N) *
- Are containers stowed and secured in accordance with this manual? (Y/N) *
- Is the on deck container lashing system a twistlock system with lashing rods and turnbuckles? (Y/N) *
- Are mid-bay guides fitted below deck in 40 foot bays? (Y/N) *

Advise the arrangement for on deck stowage, the system for securing containers and the application of lashings. Advise the system for securing containers stowed below deck. State the type of twistlocks in use:

Advise the condition of:
'D' rings on deck:below deck,
Lashing rods/chains on deck:below deck,
Twistlocks on and below deck,
Base foundations on and below deck:

Is the container lashing system in apparent good order and efficient? (Y/N) *

Advise the procedures to test lashings:

Describe the arrangements to lash general cargo:

Surveyor's comments and deficiencies noted:

Cargo Procedures – Tankers

During cargo operations who is responsible for the following duties:

- i) Manning the control room *
- ii) Inspection of pump room *
- iii) Watch at manifold *
- iv) Tending of mooring ropes *
- v) Topping off and stripping *

Are these duties continuously manned? (Y/N) *

How does the watch at the manifold communicate with the cargo control room? *

Tank Cleaning

Describe the arranging of and equipment for tank cleaning (hot/cold washing and COW):

Have cargo tanks been COW on a regular basis? (Y/N) *

Are there any reported problems with the COW system? (Y/N) *

Are there any reported defects with the tank cleaning system? (Y/N) *

Surveyor's comments and deficiencies noted:

Section 5 - Bridge

Equipment

List the main navigation equipment which is provided:

- Are charts corrected per above and do they cover the ship's trading area? (Y/N) *
- Date of last Notice to Mariners and date received? (Dates) *
- Are tide, light, radio and sailing navigation publications up to date? (Y/N) *
- Is the bridge clean and tidy with navigational equipment reported by Ship's Officers in full working order? (Y/N) *
- Are compass error, radar obs and a bridge bell books maintained? (Y/N) *
- Do the entries appear accurate and correct? (Y/N) *
- If bridge control equipment fitted is this fully operational? (Y/N) *
- Have the watch officers been on a bridge team management course? (Y/N) *
- Is the passage plan detailed and informative? (Y/N) *
- Is the passage plan berth to berth? (Y/N) *

Bridge Procedures

What are the Master's requirements for bridge watchkeeping, posting the lookout, use of auto-pilot and for position fixing?

Do the bridge watch keepers practice traditional navigation skills i.e. sights, compass error with celestial objects and parallel indexing? (Y/N) *

Does the Master set minimum passing distances, ship to ship? What are the distances for crossing and overtaking? How does the Master make sure that these requirements are met?

How does the Master advise new joiners of their watch keeping requirements and evaluate their competence:

Does the Master arrange pre-departure and pre-arrival meetings? (Y/N) *

Is the pilotage discussed during this meeting and, if not, when is departure/arrival passage discussed with the pilot?

Bridge/Ship Publications

- a) Pilot Books *
- b) Guide to Port Entry *
- c) Mariners Handbook *
- d) ICS Bridge Procedures Guide *
- e) Code of Safe Working Practices for Merchant Seamen *
- f) The Master's Role in Collecting Evidence *
- g) Guide to the Planning & Conduct of Sea Passages *
- h) Ship Routeing *
- i) Merchant Ship Search & Rescue Manual *
- j) Inert Gas Systems *
- k) Ship to Ship Transfer Guide *
- l) Code of Safe Practice for Solid Bulk Cargoes *
- m) Hazardous Cargo IMO Guide *
- n) Standard Club Bulletin *
- o) Standard Club Rule Book *
- p) Standard Safety *

Surveyor's comments and deficiencies noted:

Section 6 - Personal safety

- Does the company issue safety booklets, bulletins or guidance notes? (Y/N) *
- Do safety discussions include topics such as handling ropes and wires, boarding the ship from a boat, lifting and working during periods of heavy weather? (Y/N) *
- Are crew wearing overalls, hard hats and safety boots? (Y/N) *
- Are crew familiar with the procedures for safety during mooring? (Y/N) *

Who is supervising the crew during working?

- Is there a policy for using power tools, and if so, what is it? *
- Are floor areas, internal or external, free from slippery fluids? (Y/N) *
- Are ladders and steps, internal or external, free from damage? (Y/N) *
- Are safety rails and guard rails fitted where appropriate? (Y/N) *

Advise details of portable gas detection equipment on board and last calibration date:

- Are crew familiar with the use of portable gas detection equipment? (Y/N) *

Are 'Permission to Work' systems, risk assessments or tool box meetings arranged, and if so, when?

Accommodation

- Is the officer/crew accommodation clean? (Y/N) *
- Is the galley clean and functional? (Y/N) *
- Are domestic cold stores clean? (Y/N) *
- Are cold store temperatures acceptable (Y/N) *
- Are door handles operational from both sides and alarms working? (Y/N) *

Lifesaving Equipment

Advise type of lifeboat, launch arrangements, davit/boat securing arrangements:

Advise type of boat and davit maintenance procedures including the boat hook arrangement.

- Are lifeboats free from damage? (Y/N) *
- Do lifeboat davits appear in good order? (Y/N) *
- Does lifeboat equipment appear in good order? (Y/N) *
- Are limit switches functioning correctly? (Y/N) *
- Lifeboat engine started with satisfactory results? (Y/N) *
- Are lifeboat davits, wires, blocks and cut outs free from apparent defects? (Y/N) *

When was the lifeboat(s) last lowered to the embarkation deck and water:

- Are life buoys in place and without damage? (Y/N) *
- Are life rafts correctly stowed in cradles? (Y/N) *

Advise date and port where life rafts were last serviced:Port:Date:

Port:
Starboard:

Fire Safety

Advise fire zones and areas covered by fixed fire detection system, fire extinguishing system and fire alarm system.

Advise the fixed fire extinguishing system for:

- i) engine room Date tested: *
- ii) cargo spaces Date tested: *
- iii) pump room Date tested: *
- Portable fire extinguishers in place? (Y/N) Service Date? (Date) *
- Emergency fire pump runs and found satisfactory? (Y/N) *
- Are fire boxes complete with hose and nozzle? (Y/N) *
- Is the fire hose coupling compatible with the hydrant coupling? (Y/N) *
- Are fire hydrants and main free from heavy corrosion and damage? (Y/N) *
- Do the isolating valves and hydrants move freely? (Y/N) *
- Are sealing washers in place on fire hydrants? (Y/N) *
- Does the fire main leak? (Y/N) *
- How frequently is fire fighting equipment checked? *
- Is there evidence available of regular safety equipment tests? (Y/N) *

What are the procedures to train crew in use of fire fighting equipment?

Report the condition of CO₂ piping which runs on deck:

Surveyor's comments and deficiencies noted:

Section 7 - Manning

Are ship's officers employees of the shipping company? (Y/N) *

Are ship's crew employees of the shipping company? (Y/N) *

If no, advise who is the employer and what is the relationship with the shipping company:

Can officers and crew converse in the English language? (Y/N) (Attach a crew list) *

If no, what is the common language? *

Advise type of certificates and service record:-

| | Certificates | Date signed on this ship | Sailed this ship before | Sailed this company before | Nationality |
|---------|--------------|--------------------------|-------------------------|----------------------------|-------------|
| Master | | | | | |
| C/O | | | | | |
| 2/O | | | | | |
| 3/O | | | | | |
| C/E | | | | | |
| 2/E | | | | | |
| 3/E | | | | | |
| 4/E | | | | | |
| Bosun | | | | | |
| Pumpman | | | | | |

Does this ship appear to be operated in a safe and proper manner? (Y/N) *

Advise the requirements for Minimum Safe Manning:

Competence

On a ship with a multi-national crew, what procedures are in place to assess competence and past experience?

Are procedures for ship familiarisation for new joiners in place and followed? (Y/N) *

What does the Master, Chief Engineer report on a crew voyage appraisal?

Is there a system of 'inter-departmental flexibility' for ratings? (Y/N)

*

Give details of some of the training courses that officers and rating could expect to be sent on:

| |
|--|
| |
|--|

Section 8 - Security

Can the Master confirm that the ship has a security plan and does this include piracy? (Y/N) *

Is a proper gangway watch maintained 24 hours per day? (Y/N) *

What were the checks and procedures followed when boarding the ship today?

Are security patrols completed, how regular and by whom, how does the ship check for stowaways. In ports with a high stowaway risk, what additional checks are made?

Does the ship have:

Automatic identification system? (Y/N) *

Ship security alert system? (Y/N) *

Voyage data recorder? (Y/N) *

Are the appropriate accommodation doors kept locked? (Y/N) *

Section 9 - International Safety Management (ISM)

- Is there a Document of Compliance and Safety Management Certificate? (Y/N) *
- Is there a Health and Environmental Safety Policy Statement? (Y/N) *
- When did the Designate Person Ashore (DPA) last visit the ship? (Date) *
- When did a Superintendent last visit the ship? (Date) *
- Did the Master receive a briefing prior to joining this ship? (Y/N) *
- Has the Master issued any of the following written operational instructions:
- (i) Watchkeeping (Y/N) *
- (ii) Ship safety (Y/N) *
- Are they written in a language understood by the:
- (i) Officers (Y/N) *
- (ii) Ratings (Y/N) *
- Have the Officers signed a register indicating that they have read Fleet/Company Regulations? (Y/N) *
- Where are the Fleet/Company Regulations kept? *
- Does the Master issue Standing Orders/Night Orders? (Y/N) *
- Does the Chief Engineer issue Standing Orders? (Y/N) *
- Do the Ship's Owners or Managers conduct Risk Assessments/Hazard Identification and/or Safety Audits? (Y/N) *
- Date last Risk Assessment: Date last ISM Audit: *
- Has a list of recommendations arising from the ISM Audit been left with the Master? (Y/N) *

Advise what action has been taken by the Master to correct the audit observations:

Who attends the ship safety committee and how often does it meet?

- Are the meetings comprehensive? (Y/N) (Attach a copy of the minutes) *
- Are Minutes kept from the Meeting and forwarded to Owners/Managers ashore? (Y/N) *
- Do the Owners/Managers acknowledge receipt of these Minutes? (Y/N) *
- Does the Master complete accident reports covering: (Y/N)
- Damage to property? *
- Personal Injury? *
- Dangerous occurrences? *
- Lost Time Accidents? *
- Date of last report: *
- How many accidents in last 12 months: *
- How often does the Master make a formal inspection of his ship? *
- How often are Emergency Squad drills arranged? *
- Was the fire or emergency drill realistic? (Y/N) *
- Was a de-brief carried out after the drill? (Y/N) *

- Do you consider the ship's Emergency Organisation could deal satisfactorily with an emergency situation? (Y/N) *
- Is there a written Contingency Plan on board for dealing with major emergencies such as Pollution/Collision/Grounding etc.? (Y/N) *
- Does the Contingency Plan detail office contacts? (Y/N) *
- Are records of work hours kept and are these realistic? (Y/N) *
- Is it apparent that the ISM procedures are followed? (Y/N) *
- Does the ship have a safety culture? (Y/N) *

Surveyor's Comments on ISM Compliance