EOM-Condition Survey Report- Barge- Dry Cargo/ Bulk

Score	0 / 187 (0%)	0	**Actions** 0

Site conducted

Condition survey

Type of report:

Barge name:

IMO No.:

Business Group

Date survey completed

Location- survey port

Surveyor's name:

Survey company:

Surveyor's ref. no.:

Order club:

Club ref. no.:

Inspection 0 / 187 (0%)

1.1 PARTICULARS

1.1.1 Barge 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 (if applicable):

1.1.15 Place (port, country) of last Special Survey

CREW MATRIX

Crew list

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

2.1 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 holds inspected (representative number of cargo holds to be inspected)*:

In case if the cargo holds are not inspected, please state a reason, why not inspected and include your comments - whether the copies of reports and photos of previous most recent inspection of the cargo holds 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 cargo holds based on those evidence? The surveyor shall provide comments on condition of the cargo holds.

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 / 3 (0%)

4.1.1 Are the relevant class and statutory certificates valid?

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 (if applicable).

4.1.3 Are the latest UTG results available?

Additional information

4.2 Shipboard management (Section to be completed taking into consideration time under present management) 0 / 14 (0%)

4.2.1 Is a Planned Maintenance System implemented and kept up to date?

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

4.2.3 Is there a stability manual available and are all relevant personnel familiar with the limitations imposed by it?

4.2.4 Are stability records maintained by responsible person?

4.2.5 Is the Planned Maintenance System (PMS) ship specific and is it 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 Is a Cargo Securing Manual or Cargo Loading Manual available onboard?

4.2.7 Are accidents or incident reports raised and handled in a satisfactory manner?

4.2.8 Are suitable diagrams available for all piping systems onboard?

4.2.9 Are relevant cargo carriage guidelines/regulations available onboard?

4.2.10 Are procedures in place for handling dangerous goods?

4.2.11 Are fire control plans posted, properly maintained and also available externally together with current crew list?

4.2.12 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?

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

4.2.13 Has the vessel been visited by ship's shore superintendent regularly, at intervals not exceeding 6 to 12 months? Provide date of last two visits of technical superintendents and marine superintendent.

4.2.14 Are Deck logbook, cargo logs, and other logs records adequate?

Additional information

4.3 Safe Working 0 / 20 (0%)

4.3.1 As observed, are safe working practices, including enclosed space entry followed onboard?

4.3.2 Are portable oxygen and gas detection meters, appropriate to the vessel type, provided and regularly calibrated?

4.3.3 Are relevant personal protective equipment and clothing provided and in use?

4.3.4 Is there a suitable safe means of access to the barge?

4.3.5 Are there suitable guard rails provided and in use?

4.3.6 Are "No Smoking" areas clearly marked, and were these regulations observed during visit?

4.3.7 Is CO2 installation, if fitted, protected against unauthorized release?

4.3.8 Are emergency procedures in place and available/displayed onboard?

4.3.9 Are the following Loss Prevention publications present onboard; Four (4) comic pamphlets and (6) six "Man Overboard!" comic safety posters?

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

4.3.11 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?

4.3.13 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.

4.3.14 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.

4.3.15 Is Risk Assessment undertaken onboard for various operational situations or crew assignments? Are relevant

records kept and in order?

4.3.16 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.

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

4.3.18 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?

4.3.19 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.

4.3.20 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

4.4 Hygienic Standard and House Keeping 0 / 4 (0%)

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

4.4.2 If fitted, are provision and cold stores clean, tidy and maintained to correct temperature?

4.4.3 Is the general house-keeping standard of the accommodation, including sanitation, clean and habitable and well lit? Is ventilation, heating and air conditioning adequate?

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

Additional information

4.5 Fire Safety

0 / 7 (0%)

4.5.1 Are fire extinguishers of approved type, properly stowed, regularly serviced and sufficient in numbers?

4.5.2 Are oxygen and acetylene bottles fitted with flashback arrestors and stored in well ventilated designated places?

4.5.3 Are suitable means of isolating machinery spaces available and in apparent suitable condition?

4.5.4 Is the fire detection system in satisfactory condition?

4.5.5 Are combustible and hazardous materials stored in designated spaces and provided with Material Safety Data Sheets?

4.5.6 Are main and emergency exits unobstructed?

4.5.7 Is the fire integrity, including fire doors, fire dampers and shutters throughout the vessel in apparent satisfactory condition?

Additional information

4.6 Life Saving Appliances

0 / 6 (0%)

4.6.1 Are lifebuoys of approved type, properly stowed and sufficient in numbers?

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

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

4.6.4 Are immersion suits of approved type, properly stowed and sufficient in numbers?

4.6.5 Are sufficient first aid boxes / medical stores available onboard?

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

Additional information

4.7 Pollution Control

0 / 10 (0%)

4.7.1 Are there suitable means available for containing any spillage on deck?

4.7.2 If save-alls are fitted, are these in apparent satisfactory condition?

4.7.3 Is oil spill clean-up equipment available onboard?

4.7.4 Is there suitable means for storing and segregating waste onboard?

4.7.5 Is the barge apparently free from any hull, bulkhead, valve or pipeline leakage, including hydraulic lines, liable to cause pollution or affect safe operations?

4.7.6 Are there procedures in place for transferring bunkers, oil or contaminated bilges?

4.7.7 Are measures in place to prevent overboard release of oil, sludge or sewage?

4.7.8 Is the Oil Record Book Part I properly filled out and up to date?

4.7.9 Is the Garbage Record Book up to date?

4.7.10 Are bunkering / oil transfer procedures in place, and if observed, adhered to? Is the bunkering gauging system operational? (if fitted / applicable)

Additional information

4.8 Hull and Deck

0 / 13 (0%)

4.8.1 Is the visible condition of the external shell plating apparently satisfactory?

4.8.2 Is the visible condition of the weather deck apparently satisfactory?

4.8.3.(a) Is the condition of the superstructure apparently satisfactory?

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

4.8.3.(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.

4.8.4 Is the condition of the coatings apparently satisfactory?

4.8.5 Are all hull markings clearly legible?

4.8.6 Are boarding ladders, gangways, accommodation ladders and platforms in apparent satisfactory condition?

4.8.7 Are towing points, bollards, fairleads, windlasses, capstans, tow bridle, mooring ropes and wires in apparent satisfactory condition?

4.8.8 Are anchors and visible sections of anchor chain in apparent satisfactory condition?

4.8.9 Are weathertight/watertight doors and hatches fully operational and providing effective sealing?

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

4.8.11 Is there sufficient lighting fitted and operational including navigation lights and signals? Are navigation shapes readily available?

4.8.12 Are derricks, cranes and other lifting equipment properly maintained/marked? Has periodical inspections and testing been carried out? Are crane wires and sheaves in apparent satisfactory condition, regularly inspected by crew with relevant records kept?

Additional information

4.9 Ballast Tanks and Void Spaces

0 / 10 (0%)

4.9.1 Are manhole covers in apparent satisfactory condition?

4.9.2 Is the means of access and internal access ladders apparently free from significant wastage, pitting and scale?

4.9.3 Are the internal bulkheads, frames, stringers, brackets and stiffeners apparently free from structural damage?

4.9.4 Is the internal plating and structure apparently free from significant wastage, pitting and scale, including bottom plating and protective striker plate(s) under sounding pipe(s)?

4.9.5 Is the internal coating in apparently satisfactory condition?

4.9.6 Are anodes fitted and in apparent satisfactory condition?

4.9.7 Are the inspected tanks / void spaces free from any sign of oil contamination?

4.9.8 Is pipework passing through tanks / void spaces in apparent satisfactory condition?

4.9.9 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?

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

Additional information

4.10 Machinery Spaces

0 / 19 (0%)

4.10.1 Are all machinery spaces/ compartments including bilges clean, tidy and free from combustible materials?

4.10.2 Is all machinery in apparent good condition and free from significant oil or water leakages and/or temporary drains?

4.10.3 Is all machinery exhaust lagging intact and free from leaks?

4.10.4 Are machinery space pipe systems, sea suction and overboard valves free from apparent deterioration, leaks, temporary repairs and cement boxes?

4.10.5 Is there suitable means in place for shutting down machinery in an emergency?

4.10.6 Are all bilges fitted with functioning high-level alarms?

4.10.7 Are regular tests carried out on machinery emergency shutdowns?

4.10.8 Is the machinery space adequately lit?

4.10.9 Is there an operational emergency lighting system in place?

4.10.10 Is the ballast system fully operational?

4.10.11 Are all valves clearly identified?

4.10.12 Are all pipelines marked according to the International pipe color code system?

4.10.13 Are battery spaces free from sources of ignition and provided with sufficient ventilation?

4.10.14 Is the switchboard fully operational and regularly tested?

4.10.15 Are machinery space gratings in place, secured and in a clean condition?

4.10.16 Are reefer power sockets in satisfactory condition?

4.10.17 Does there appear to be sufficient spare parts? Are the spares properly stored and secured?

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

4.10.19 Are Engine Logbook records adequate? (if applicable)

Additional information

5.1 Cargo Spaces 0 / 25 (0%)

5.1.1 Are cargo spaces suitable for the carriage of the nominated cargo?

5.1.2 Are bilges clean, non-return valves working and bilge pumps in apparent satisfactory condition?

5.1.3 Are bilges regularly sounded and proper logs maintained including records of pumping cargo holds' bilges with volume or depth of water in the bilges and timestamp when pumped?

5.1.4 Is the overall steel structure apparently free from significant corrosion, pitting, scaling, buckling, dents, fractures, wastage, doublers or temporary repairs?

5.1.5 Is the condition of pipework and protection guards in cargo spaces in apparent satisfactory condition?

5.1.6 Is the condition of the coating in apparent satisfactory condition?

5.1.7 Is cargo space ventilation in apparent satisfactory condition?

Additional information

5.2 Hatch Covers and Other Closing Appliances

0 / 18 (0%)

5.2.1 Are hull openings and their closing appliances apparently structurally sound and free of signs of water leakage?

5.2.2 Are cover panels correctly aligned?

5.2.3 Are compression bars, landing pads, cleats and cross-joint wedges in apparent satisfactory condition?

5.2.4 Are rubber gaskets in apparent satisfactory condition?

5.2.5 Are side and cross-joint drain channels and non-return devices in apparent satisfactory condition?

5.2.6 Are opening and closing arrangements in good order so hatch covers can be closed without undue delay?

5.2.7 Is the hydraulic system in apparent satisfactory condition?

5.2.8 Are hatch covers and other relevant covers or door hinges in apparent satisfactory condition?

5.2.9 Are means to secure covers in open position in apparent satisfactory condition?

Additional information

5.3 Cargo Securing

0 / 9 (0%)

5.3.1 Are cell guides, if fitted, in apparent satisfactory condition?

5.3.2 Are deck stanchions and fixed lashing points such as twist lock sockets, elephant feet, U-frames, D-rings, etc. in apparent satisfactory condition?

5.3.3 Is lashing and securing equipment in apparent satisfactory condition and are sufficient numbers provided?

5.3.4 Are twist locks, if utilized, of the same design?

5.3.5 Are Lashing Maintenance Records kept?

Additional information

5.4 Safety and operational tests:

Were the following tests carried out and found satisfactory? 0 / 4 (0%)

5.4.1 Tightness tests of hatch covers and other relevant closing appliances

5.4.2 Cargo hold bilge suction test

5.4.3 Are bilge' and water level alarms routinely function tested and results logged? Date bilge alarm/pumping last tested?

5.4.4 Have watertight integrity of all (each) cargo holds been verified, including absence of any leaks detected at any area, including but not limited to upper and lower sections of bulkheads and slopped plating, watertightness of the WBT manhole covers on the tank-top, all ventilation & sounding pipes running through cargo holds? The verification must be conducted by hydro- pressurizing adjacent water ballast tanks (WBT) surrounding cargo holds with simultaneous inspection of adjacent cargo holds. Overflow of ballast tanks to apply a head of pressure is preferred but, if this is not possible due to operational or port regulations, an acceptable alternative is to ensure that the ballast tanks are completely full when surveyor is checking for any water leaks inside the cargo holds.

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)