EOM - Condition Survey Report- Fishing Vessel

Score	0 / 272 (0.37%)	Flagged items	0	Actions	0

Site conducted	
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	EOM
Club ref. no.	

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Inspection 0 / 272 (0.37%)

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

NOTE: If hatch cover only survey please do not complete

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

***Areas not inspected (NI) Areas not covered during the current inspection and any items marked NI (giving details of item number**

Details 0 / 3 (0%)

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 holds inspected (representative number of 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.

2.9 Was a tightness test of hatch covers carried out?

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 (inc hatch covers if survey required):

Machinery*:

Cargo worthiness (inc hatch covers if survey required):

Shipboard Security and Cyber Security

Maintenance and housekeeping (inc hatch covers if survey required):

* 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.

5.1 Class and Statutory Certificates 0 / 3 (0%)

5.1.1 Are the relevant class and statutory certificates valid as appropriate to vessel type, size and trading area? Does the vessel possess all necessary certification?

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

5.1.3 Is the vessel in compliance with United States 46 CFR Part 28 and the Coastguard Re-authorization Act on 2012 (US Only)?

Additional information

5.2 Shipboard Management 0 / 14 (0%)

5.2.1 Are ship visits by shore-based Managers / Superintendents carried out at regular intervals not exceeding 6 to 12 months and are on board quality and safety management systems reviewed as appropriate? Provide date of last two visits of technical superintendents and marine superintendent.

5.2.2 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?

5.2.3 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?

5.2.4 Is a Planned Maintenance System (PMS) implemented and kept up to date? Does it cover engine room equipment and systems, Deck equipment and systems, Lifesaving and firefighting systems, equipment and appliances, Fish catching / processing equipment and systems, Lifting equipment, navigation equipment, critical equipment, critical spares, etc., without overdue maintenance jobs?

5.2.5 Are there contingency plans and procedures in place to deal with emergencies, evacuations and spills as applicable?

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

5.2.7 Is adequate command structure in place?

5.2.8 Are fire control plans posted and properly maintained?

5.2.9 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.

5.2.10 Is a Permit to Work and risk assessment system in place and followed?

5.2.11 Are there suitable written procedures in place for key shipboard operations?

5.2.12 Are there safety procedures in place for working in cold rooms / spaces with prescribed limits on exposure and proper protective clothing used?

5.2.13 - 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?

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

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

Additional information

5.3 Crew 0 / 22 (0%)

5.3.1 Are officers adequately proficient in Maritime English to communicate efficiently?

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

5.3.3 Are the master and crew holding valid and correct certification of competency or statutory trade equivalent?

5.3.4 Are the crew familiar with their roles, responsibilities and emergency duties?

5.3.5 Are emergency instructions and signage posted in conspicuous locations accessible to all crew and provided in languages understood by all crew?

5.3.6 Is there a system for recording hours of rest and are there procedures for limiting working hours? 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.

5.3.7 Is there an adequate system for crew training and safety induction / orientation program for new joiners? Are familiarization records available (new joiners) filled out and complete? Are new joiners familiarized within ISM stipulated time frame of joining (typically 48 hours)?

5.3.8 Is random or specific drug and alcohol testing carried out? If applicable, are there designated crew members certificated in D&A testing?

5.3.9 Have the crew received certified training in firefighting? Basic or advanced?

5.3.10 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).

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

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

5.3.12 Is manning in compliance with the Safe Manning Certificate?

5.3.13 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.

5.3.14 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?

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

5.3.16 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?

5.3.17 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.

5.3.18 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.

5.3.19 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.

5.3.20 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.

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

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

Additional information

5.4 Safe Working 0 / 22 (0%)

5.4.1 As observed, are safe working practices, including work permit procedures, implemented and adhered to for all on board operations? 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?

5.4.2 Are portable oxygen and gas detection meters, appropriate to vessel type, 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.

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

5.4.4 Is adequate lighting provided throughout the vessel?

5.4.5 Are cold and freezer rooms / spaces fitted with working

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

5.4.6 Are CO_2 installations protected against unauthorized release?

5.4.7 Are walkways, stairways, catwalks, ladders, platforms, storm rails, hand-grabs and handrails, as applicable, in apparent satisfactory condition?

5.4.7(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.

5.4.8 Are portable barriers, doors and gates used to protect personnel in way of openings as appropriate?

5.4.9 Are derricks, cranes (including cabs, railings, and platforms) and other lifting equipment properly maintained / marked? Have periodical inspections and testing been carried out? Are crane wires and sheaves in apparent satisfactory condition, regularly inspected by crew with relevant records kept?

5.4.10 Have periodical inspections and testing been carried out and documented?

5.4.11 Are there suitable guards in place for machinery and equipment throughout the vessel and are these in use?

5.4.12 Is there an effective tag-out and isolation system in place when carrying out maintenance or identifying machinery under repair?

5.4.13 Are means of access onto the vessel, including pilot ladders, accommodation ladders, gangways, stairways, catwalks, specialist personnel transfer baskets, etc.in apparent satisfactory condition and safely rigged?

5.4.14 Are procedures in place to ensure weathertight doors and accesses remain closed and secured whilst at sea?

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

5.4.16 Does the vessel regularly receive Club loss prevention publications and are they visibly in use? (For observation only - this is not a defect if answered 'No')

5.4.17 If fitted, are the quick release arrangements for hauling equipment in apparent satisfactory condition and regularly tested?

5.4.18 Have areas with high noise levels been identified and signage posted as appropriate?

5.4.19 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.

5.4.20 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.

5.4.21 Is 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

5.5 Hygienic Standard and Housekeeping 0 / 7 (0%)

5.5.1 Are galleys and pantries clean and tidy and is equipment is in apparent satisfactory condition?

5.5.2 Are suitable food handling and sanitation procedures in place and followed?

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

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

5.5.5 Is the sewage system in apparent good order?

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

5.5.7 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

5.6 Fire Safety 0 / 16 (0%)

5.6.1 Is the fire detection system in apparent satisfactory condition and fully operational?

5.6.2 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?

5.6.3 If applicable, are the fire stations in a tidy condition and is it evident that the firefighting equipment has been tested?

5.6.4 If applicable, are the self-contained breathing apparatus in apparent satisfactory condition, sufficiently charged and cylinders within test date?

5.6.5 Are emergency escape sets provided (if applicable to flag state requirements) and properly located?

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

5.6.7 Are fixed fire-extinguishing systems in apparent satisfactory condition with release instructions posted? Are crew knowledgeable in their use and deployment?

5.6.8 Are combustible and hazardous liquids stored in

designated spaces, properly labelled and provided with Material Safety Data Sheets?

5.6.9 Are acetylene and oxygen bottles stored in well ventilated and separate designated places?

5.6.10 Are main and emergency exits clearly marked and unobstructed?

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

5.6.12 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?

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

5.6.14 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?

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

5.6.16 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

5.7 Life Saving Appliances 0 / 16 (0%)

5.7.1 Are survival craft and their launching arrangements, including rescue / man overboard boat(s), 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?

5.7.2 Are crew knowledgeable in the use of life saving appliances, including launching and recovery?

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

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

5.7.5 Are life vests / personal flotation devices (PFD) of approved type, properly stowed and sufficient in numbers?

5.7.6 Are life vests / personal flotation devices (PFD) in apparent satisfactory condition?

5.7.7 Are immersion suits of approved types, in apparent satisfactory condition and fitted with the prescribed lights, and adequate in number and sizes?

5.7.8 Are there suitable provisions for man overboard retrieval?

5.7.9 If applicable, are personnel working on deck carrying man overboard alarm and locator systems?

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

5.7.11 Is there a first aid manual and are the crew sufficiently trained?

5.7.12 Is a defibrillator (AED) carried on board?

5.7.13 Are signs for safety equipment in place marked with IMO symbols or of a type compliant with the relevant legislation, and instructions written in the working language of the vessel?

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

5.7.15 Is there a damage control plan and flooding control kit on board the vessel, including emergency de-watering pump (with independent power source), hoses and emergency towing gear?

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

Additional information

5.8 Pollution Control	0 / 10 (0%)

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

5.8.2 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?

5.8.3 Is the vessel provided with an approved environmental spill response plan, SOPEP and / or, if applicable, a VRP?

5.8.4 Is sufficient oil spill clean-up equipment available?

5.8.5 If applicable, is an Oil Record Book properly filled out and up to date?

5.8.6 Are bunkering / oil transfer procedures in place, and if observed, adhered to? Is the bunkering gauging system operational?

5.8.7 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)?

5.8.8 Is a Garbage Management Plan in place and is the Garbage Record Book up to date? Is garbage segregation effective? Are garbage bins covered or have lids?

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

5.8.10 Are Is 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

5.9 Bridge, Navigation and Communication	0 / 13 (0%)

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

5.9.2 Are the correct charts on board for the trading area

and is there a 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.)?

5.9.3 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?

5.9.4 Are Deck logbook and weekly printouts, GMDSS Log Book and other logs records adequate?

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

5.9.6 Is voyage planning properly carried out to / from port and fishing grounds?

5.9.7 Is emergency communication between bridge-engine room and bridge-steering gear room satisfactory?

5.9.8 Is the vessel's condition verified and recorded including trim, list, draft, and intact stability prior to sailing and withing the voyage? Is it properly adjusted while a fish-load increases / and are a discharge plans prepared?

5.9.9 Are measures in place to prevent overloading of the vessel, excess moments during net hauling and to minimize the adverse effect of free surface?

5.9.10 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?

5.9.11 If fitted, is the BNWAS in apparent satisfactory condition?

5.9.12 If applicable, have officers undergone an approved ECDIS training course and type specific familiarization?

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

Additional information

5.10 Hull and Deck 0 / 10 (0%)

5.10.1 Is the visible condition of shell and deck plating in

apparent satisfactory condition and hull markings legible?

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

5.10.3 Are freeing ports and scuppers on deck clear and unobstructed?

5.10.4 Are hatches and hold openings in apparent satisfactory condition and capable of being effectively sealed and secured?

5.10.5 Are both internal and external weathertight and watertight doors fully operational?

5.10.6 Are windlasses, winches, rollers, fair leads, capstans, bollards and lines associated with both fishing and mooring operations in apparent satisfactory condition?

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

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

5.10.9 If sighted does the thickness gauging report show areas with steel diminution all below 20%?

5.10.10 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.

Additional information

5.11 Ballast Tanks and Void Spaces

0 / 5 (0%)

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

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

5.11.3 Are tanks free from any sign of oil contamination and is pipe-work passing through tanks / void spaces in apparent satisfactory condition?

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

5.11.5 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?

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

Additional information

5.12 Machinery Spaces

0 / 24 (0%)

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

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

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

5.12.4 Are emergency power sources such as emergency generator and batteries in apparent satisfactory condition?

5.12.5 Is main switchboard protectively located, marked with appropriate safety signage and surrounded by a non-conducting mat(s)?

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

5.12.7 Are self-closing devices of sight glasses on all oil tanks and engine room sounding pipes fully operational?

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

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

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

5.12.11 Are engine room spares properly stored and secured?

5.12.12 Does there appear to be sufficient spare parts?

5.12.13 Are ER pipe systems, sea suction and overboard valves free from apparent deterioration, leaks, temporary repairs and cement boxes? Do seawater inlet and overboard valves isolate effectively?

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

5.12.15 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)

5.12.16 Is the refrigeration plant in apparent satisfactory condition, properly maintained and free from leakage? Are refrigerant leakage detectors regularly tested?

5.12.17 Are lube oil samples taken from main & auxiliary engines, all major engine room equipment and deck machinery 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.

5.12.18 Are all major engine room machinery items and 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.

5.12.19 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?

5.12.20 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).

5.12.21 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.

5.12.22 Is machinery guarded where appropriate (including

coupling guards)?

5.12.23 Are Engine Logbook records adequate?

5.12.24 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

5.13 Safety and Operational Tests- Were the following tests carried out and found satisfactory? 0 / 5 (0%)

5.13.1 Engine room bilge high level alarms.

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

5.13.3 Emergency power sources and emergency lighting.

5.13.4 Engine room remote stops, quick closing valves and shutdowns (are they clearly marked?).

5.13.5 Flooding / high water alarm units for cargo or processing spaces.

Additional information

5.14 Processing Equipment 0 / 8 (0%)

5.14.1 Are the processing equipment and conveyor systems in apparent satisfactory condition?

5.14.2 Are conveyor systems snagging and pinch points identified and guarded?

5.14.3 Are machinery guards secured properly in place and interlocks fitted and operational?

5.14.4 Are processing equipment and conveyor machinery emergency stops in apparent satisfactory condition, clearly marked and regularly tested?

5.14.5 Is adequate safety signage posted?

5.14.6 Are guards in place on cutting equipment and

protective gloves in use?

5.14.7 Is there safe and unobstructed access within the processing plant areas?

5.14.8 Are there written procedures for the safe cleaning of processing equipment and systems and are the crew properly trained?

Additional information

5.15 Processor Staff 0 / 5 (0%)

5.15.1 Are procedures in place to prevent lone working when operating processing equipment and conveyor systems?

5.15.2 Are there adequate and suitable equipment power isolation and tag-out practices implemented and followed when working on, repairing, cleaning or maintaining processing equipment and conveyor systems?

5.15.3 Is appropriate safety signage displayed and prominent?

5.15.4 Are staff suitably trained for operating processing equipment and conveyor systems and is this properly documented?

5.15.5 Are working practices that could cause injury, illness, muscle strain or repetitive motion injury identified, and appropriate measures put in place?

Additional information

5.16 Shipboard Security and Cyber Security 0 / 15 (0%)

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

5.16.2 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.

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

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

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

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

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

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

5.16.9 If applicable, 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)?

5.16.10 If applicable, does the vessel have the latest security charts and Best Management Practices (BMP) publications for the applicable high risk transit areas?

5.16.11 If applicable, have piracy prevention measures and their implementation been verified and confirmed in order?

5.16.12 If applicable, has a security risk assessment been prepared for a High–Risk Area (HRA) transits, are records kept?

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

The item 5.16.13 should be "Yes" if vessel is trading worldwide. Otherwise, please describe ship's trading area and mark items 5.16.14 and 5.16.15 as "N/A" - not applicable.

5.16.14 Are ship security supplies available onboard?
This question only applicable if 5.16.13 is answered affirmatively.

5.16.15 Is a CITADEL designated in the Ship's Security Plan and equipped appropriately?
This question only applicable if 5.16.13 is answered affirmatively.

Additional information

6.1 Hatch Covers	0 / 18 (5.56%)
Has a weather tightness test of hatch covers been carried out?	
State which hatch covers tested	
State the type of weather tightness test- ultrasonic test is required unless otherwise agreed with the club.	
6.1.1 Hatch Nos. (from forward) tested:	
6.1.2 Hatch type?	
6.1.3 Ultrasonic equipment type: Transmitter, receiver, and date equipment last calibrated:	
6.1.4 Initial measurements with open hatch? (Minimum preferred OHV is 40dB). Open hatch value, OHV, and 10% of OHV (dB):	
6.1.5 Fail/Pass criterion: In accordance with the pass/fail criteria generally adopted by IACS: If the dB reading is more than 10% of OHV the hatch cover is not considered weather tight and corrective action needs to be taken.	
6.1.6 List measurements with reading > 10% OHV. State hatch no., approximate location, dB reading, and comments.	
6.1.7 Surveyor's remarks regarding hatch covers and weather tightness test	
6.1.8 Upload image of hatch cover drawing for each hatch cover tested with relevant information such as: Location of linear and spot leaks with measurements. Schematic drawing with cross joints number of pontoons, ventilation, drains, and access hatches etc. Drawing/ image to be marked with hatch cover number (counting from fwd.) and OHV. Images reflecting the general condition of hatch covers and parts to be included.	
6.1.9 Are all cargo hatch covers and coamings, including landing pads, in apparent satisfactory structural condition?	
6.1.10 Confirm no apparent indications of water or oil leaks in the cargo holds?	
6.1.11 Are access hatches and coamings in apparent satisfactory condition?	
6.1.12 Are hatch cover panels apparently correctly aligned?	
6.1.13 Are compensation bars, landing pads, cleats and cross joint wedges in apparent satisfactory condition and properly adjusted?	
6.1.14 Are rubber gaskets in apparent satisfactory condition?	

Are any repairs correctly performed (paying particular attention to corner pieces)?

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

6.1.16 Can hatch covers be closed / opened with undue delay?

6.1.17 Is the chain pull / hydraulic system in apparent satisfactory condition?

6.1.18 Are hatch cover hinges in apparent satisfactory condition?

6.1.19 Can main and access hatch covers be safely secured in the open position?

6.1.20 Is a Hatch Cover Manual onboard and in a language understood by the crew? State hatch cover manufacturer.

6.1.21 Are hatch covers without any signs or remnants of Ramnek tape, foam, or use of other extra sealants?

6.1.22 Are cargo holds suitable for the carriage of the nominated cargo / fish?

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

6.1.24 Is overall steel structure of cargo holds apparently free from significant corrosion, pitting, scaling, buckling, dents, fractures, wastage, doubler or temporary repairs?

Additional information

Signatures 0 / 1 (0%)

Master's name

Master's signature: (For receipt only)

Surveyor's name

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)