



Condition Survey Report - Chemical Tanker

Score	Flagged items	0	Actions	0
Site conducted				Unanswered
Ship name				
IMO No:				
Member Group No:				
Member Group Name:				
Conducted on:				
Survey Company:				
Location:				
Type of report:				

INSTRUCTIONS

1. Please answer the questions below.
2. Add photos and notes to questions
3. To add a Corrective Action click "Action," provide a description, assign to a member, set priority, and due date
4. Complete audit by providing digital signature
5. Share your report by exporting as PDF, Word, Excel or Web Link

GENERAL INFORMATION

Date survey completed:

Survey port:

Surveyor's name:

Survey company:

Surveyor's ref. number

Order club:

Club ref. no.:

This report, and any accompanying documentation or photographs, has been compiled for the sole use of the Club for insurance purposes only and should not be disclosed to third parties without prior written permission from the Club. The information contained in this report, and any accompanying documentation or photographs, is not exhaustive as to the general condition of the ship and should not be relied upon by members or by any other party as any assurance, representation or warranty as to the condition of the ship and nothing herein shall prejudice the Club's rights under the insurance policy in the event of a dispute between the Club and the member relating to the condition of the ship.

1. Vessel's particulars

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:

CREW MATRIX

NOTE: If hatch cover only survey please do not complete

Click "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 survey commenced and date and time of completion, if the Master was aware of the visit, the operational status of the vessel at the time, type of cargo handled if applicable, and particular observations or information the Surveyor may consider to be of interest for the Club.

Comment

*Areas not inspected (NI)

Areas not covered during the current inspection and any items marked NI (giving details of item number and description), including the reason for not carrying out a full inspection, should be stated below.

Details

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*:

2.8 Cargo holds/tanks inspected*:

2.9 Was a tightness test of hatch covers carried out?

2.10 If yes, type of test carried out and equipment used:

3. EXECUTIVE SUMMARY

0 / 50 (0%)

3.1 Survey summary

0 / 50 (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)

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):

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

* If performing a hatch cover only survey please do not complete

3.2 Surveyor's summary

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

Comment

Additional Comment

Additional Photo

Part B	0 / 114 (0%)
4. SURVEY QUESTIONNAIRE	0 / 114 (0%)
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?	
4.1.3 Does the vessel possess all necessary certification?	
4.2 Shipboard management	0 / 14 (0%)
Section to be completed taking into consideration time under present management	
4.2.1 Are internal audits carried out at regular intervals and are they satisfactorily reported?	
4.2.2 Are safety meetings carried out at a regular interval and a protocol kept?	
4.2.3 Are non-conformity / accident / near accident reports raised and handled in a satisfactory manner?	
4.2.4 Are Masters' Reviews carried out and satisfactorily reported?	
4.2.5 Is the planned maintenance system implemented and kept up to date including critical spares list maintained?	
4.2.7 Is SPS (ISPS) prescribed access control in place?	
4.2.8 Are there contingencies plans on board to deal with emergencies and spills, if applicable?	
4.2.9 Is a muster list available, current and prominently posted in relevant areas?	
4.2.10 Is an adequate emergency command structure in place?	
4.2.11 Are fire control plans posted, properly maintained and also available externally?	
4.2.12 Is manning in compliance with the Safe Manning Certificate?	

4.2.13 Is there a Cyber Security Policy in place?

4.2.14 Does the vessel have any anti-malware and USB device policies as part of its cyber security procedures? Does software on board appear to be regularly updated.

4.2.15 Cyber Security: Is there multi-level password control to all sensitive software and OT devices?

4.3 Crew

0 / 4 (0%)

4.3.1 Are at least officers proficient in Maritime English to communicate efficiently?

4.3.2 Is there an identified common language spoken by crew?

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

4.3.4 Is random or specific drug/alcohol testing undertaken?

4.4 Safe Working

0 / 11 (0%)

4.4.1 Are safe working practices, including work permit procedures, implemented, and adhered to particularly with regards to enclosed space entry?

4.4.2 Are portable oxygen and gas detection meters provided, regularly calibrated and are the crew able to operate these effectively?

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

4.4.4 Is adequate lighting provided throughout the vessel?

4.4.5 Are alarms from cold stores and freezers in apparent satisfactory condition?

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

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

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

4.4.9 Are the pilot ladders in apparent satisfactory condition, properly marked and certified?

4.4.10 Are the remaining boarding arrangements (e.g., accommodation ladders, gangways etc.) in apparent satisfactory condition and safely rigged?

4.4.11 Are emergency drills carried out frequently on board?

4.5 Hygienic Standard and House Keeping

0 / 3 (0%)

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

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

4.5.3 Is the general housekeeping standard satisfactory?

4.6 Fire Safety

0 / 12 (0%)

4.6.1 Is the fire detection system in apparent satisfactory condition?

4.6.2 Are fire pumps, mains, hydrants, extinguishers in apparent satisfactory condition?

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

4.6.4 Are there sufficient self-contained breathing apparatus and are they in good condition, sufficiently charged and within test date?

4.6.6 Are emergency escape sets provided?

4.6.7 Are fire hoses and fire hose lockers in apparent satisfactory condition?

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

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

4.6.10 Are fuel treatment systems fully operational and maintained? - purifiers, filters, viscotherm, etc. ?

4.6.11 Are main and emergency exits clearly marked and unobstructed?

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

4.6.13 Are engine room safety equipment and alarm monitoring systems fully functional and regularly tested? E.g. emergency generator, quick closing valves, ventilation shutdown and dampers, etc.?

4.7 Life Saving Appliances

0 / 8 (0%)

4.7.1 Are lifeboats, rescue boats and their davits in apparent satisfactory condition including the on-load release mechanism?

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

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

4.7.4 Are life buoys of approved type in various locations and in apparent satisfactory condition?

4.7.5 Are life vests/jackets of approved type, in good condition and sufficient in numbers?

4.7.6 Is the medical locker sufficiently stocked, tidy and contents in date?

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

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

4.8 Pollution Control

0 / 11 (0%)

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

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

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

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

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

4.8.6 Are operations procedures in place for bunkering and oil transfer?

4.8.7 Are OWS and bilge pumping systems functional and inspected regularly? - 15 ppm alarm tested, emergency bilge tested?

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

4.8.9 Are appropriate procedures in place for fuel switch over?

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

4.8.11 Are Bunker Delivery Notes and bunker samples available on board?

4.9 Bridge, Navigation and Communication

0 / 13 (0%)

4.9.1 Is bridge navigation and communication equipment in apparent satisfactory condition?

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

4.9.3 If applicable, have officers undergone an approved ECDIS training course and type specific familiarisation?

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

4.9.5 If fitted, is the Voyage Data Recorder operational?

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

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

4.9.8 Are Bridge Procedures, Company and Master's Standing Orders in place and followed?

4.9.9 Are navigation lights in apparent satisfactory condition?

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

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

4.9.12 Is external weather routing in use for ocean voyages? (For comment only, not considered a defect if weather routing not used.)

4.9.13 Is the vessel's condition verified and recorded including trim, list, draft, and intact stability prior to sailing?

4.10 Hull and Deck

0 / 11 (0%)

4.10.1 Is the visible condition of the vessel including shell plating and deck plating in satisfactory condition?

4.10.2 If sighted, does the thickness gauging report show areas with excessive steel diminution?

4.10.3 Are hull markings legible?

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

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

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

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

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

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

4.10.10 Are emergency towing arrangements in place and in satisfactory condition?

4.10.11 Are visible sections of anchor cables in apparent

satisfactory condition?

4.11 Ballast Tanks & Void Spaces

0 / 7 (0%)

4.11.1 Are tanks and void spaces inspected apparently free from significant wastage, pitting and scale?

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

4.11.3 Is the inspected steel structure of ballast tanks and void spaces free from buckling, fractures, doublers, temporary repairs and poor alignment etc?

4.11.4 Are manhole covers in apparent satisfactory condition?

4.11.5 Are tanks free from any sign of oil contamination?

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

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

4.12 Machinery Spaces

0 / 17 (0%)

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

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

4.12.3 Is the engine alarm monitoring and control system fully operational and regularly tested?

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

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

4.12.6 Are self-closing devices on sight glasses and sounding pipes fully operational?

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

4.12.9 Are FO / LO pipes and flanges adequately shielded?

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

4.12.11 Are engine spares properly stored and secured?

4.12.12 Does there appear to be sufficient spare parts ?

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

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

4.12.15 Is the steering gear free from hydraulic leaks and in apparent satisfactory condition? Are instructions and equipment for emergency steering provided?

4.12.16 Is engine condition monitoring regularly undertaken and recorded? - starting arrangements, performance evaluation, lube oil analysis etc. regularly undertaken

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

4.12.18 Is the engine room housekeeping standard satisfactory? - Lagging and insulation, floor plates, machinery guards, wiring, oil stains, leaks, etc.

COMPLETED BY

Name & Signature

Part C	0 / 57 (0%)
5. Chemical Tanker	0 / 57 (0%)
5.1 Cargo tanks and systems	0 / 29 (0%)
5.1.1 Are cargo tank coatings in apparent satisfactory condition and free from defects which could impair cargoworthiness?	
5.1.2 Is there a compatibility table readily available?	
5.1.3 Is the structure of the cargo tanks free from significant corrosion, pitting, scaling, buckling, dents, fractures, wastages, doublers, and temporary repairs etc.?	
5.1.4 Is plating under suction bell mouth or sump in apparent satisfactory condition?	
5.1.5 Are cargo pumps, ballast pumps and stripping arrangements fully operational, including associated monitoring alarms, instrumentation and controls?	
5.1.6 Are deep well pump cofferdams purged as per manufacturer's guidance and are records maintained onboard	
5.1.7 Are cargo pump emergency stops properly located and regularly tested?	
5.1.8 Is the condition of pipe work in tanks or passing through in apparent satisfactory condition?	
5.1.9 Are deck cargo piping, manifolds and relevant deck equipment suitably marked and in apparent satisfactory condition?	
5.1.10 Are reducers, removable U-bends and cargo hoses, if carried, in apparent satisfactory condition?	
5.1.11 Are hoses pressure tested, certificated and in apparent satisfactory condition?	
5.1.12 Are hoses regularly tested for continuity?	
5.1.13 Are spill trays and savealls in apparent satisfactory condition and free from cargo?	
5.1.14 Is the ship provided with portable instruments as required, is span gas available and are records of recent calibration kept?	

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

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

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

5.1.18 Are pumps and shaft bearings in apparent good condition?

5.1.19 Are pump room fans operational?

5.1.20 Is pump room floor plating satisfactory?

5.1.21 Are safe pump room procedures identified and complied with?

5.1.22 Are pipelines lagged where required?

5.1.23 Are heating coils in tanks regularly pressure tested and reportedly free of leaks?

5.1.24 If a vapour emission return system is fitted, is it in apparent satisfactory condition?

5.1.25 Is the vapour manifold clearly marked?

5.1.26 Are the manifolds fitted with drain lines and purge points and are they valved and capped?

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

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

5.1.29 Is cargo stowed in accordance with hazardous cargo codes?

•Additional Information

5.2 Inert Gas System

0 / 3 (0%)

5.2.1 Is the IGS, including instrumentation, alarms, trips, and pressure and oxygen recorder apparently operational and calibration records maintained?

5.2.2 Are fans, scrubbers, deck seals, PV breakers and non return valves in apparent satisfactory condition?

5.2.3 If fitted, is the nitrogen generator system apparently operating satisfactorily?

•Additional Information

5.3 Tank Cleaning System

0 / 2 (0%)

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

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

•Additional Information

5.4 Closing appliances

0 / 2 (0%)

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

5.4.2 Are vapour locks for closed sampling / ullaging devices calibrated and operational

•Additional Information

5.5 Cargo Control

0 / 15 (0%)

5.5.1 Are cargo monitoring indicators, controls and panels in apparent satisfactory condition?

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

5.5.3 Is the tank gauging system, including temperature reading if fitted, operational and cross checked with manual readings?

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

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

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

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

5.5.8 Is the MARPOL Annex II discharge clearly marked to distinguish it from Annex I?

5.5.9 Are PV valves tested on a regular basis and are all flame screens apparently intact and free from debris?

5.5.10 Are PV settings and alarm set points clearly displayed?

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

5.5.12 Is appropriate cargo specific information including Material Safety Data Sheets available onboard?

5.5.13 Are cargo sampling routines implemented and is the cargo sample locker satisfactory?

5.5.14 Are chemical suits and breathing equipment in apparent satisfactory condition?

5.5.15 Is additional anti pollution equipment (specific for chemicals carried), as appropriate, available and in apparent satisfactory condition?

•Additional Information

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

0 / 6 (0%)

5.6.1 Engine room bilge high level alarms.

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

5.6.3 Emergency power sources and emergency lighting.

5.6.4 Engine room remote stops and shutdowns.

5.6.5 Relevant cargo high level alarms.

5.6.6 Decontamination showers and eye baths on deck (operational under all ambient weather conditions?)

•Additional Information

Sign Off

Name and Signature of Master: (For receipt only)

Name and signature of Surveyor

Part D

Sign Off

Ship's Master:

Surveyor:

Owners Representative (if applicable)

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