
Inspection and Assessment Report For Dry Cargo Ships (FOD06) 11

Name of Ship:

IMO Number:

Date of Inspection:

Place of Inspection:

Name of Lead Inspector:

Inspector's signature:

Date:

Description of Revisions

Rev 02: Address on form amended

Rev 03: Change of logo and new address

Rev 04: Major Revisions to content

Rev 05: Redesigned format

Rev 06: Clarify Section 7 (ISM Implementation)

Rev 07: Add bookmarks and amend questions to read yes for positive response

Rev 08: Sections 1.1,2.2, 3.2,3.6, 4.1,4.3, 4.4, 5.2, 6.2, 6.3, 8.1

Rev 09: New questions 2.1.2, 2.5.3, 5.4.14, 7.1.2, 8.1.3. Corr'n to wording 6.2.10, 6.2.19

Rev 10: Coding errors

Rev 11: Full update – cyber security, ECDIS, moorings, Lube & Fuel sampling, passage planning

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SECTION 1: VESSEL PARTICULARS

1.1 General Information

- 1.1.1 Year of build [mm/yy]:
- 1.1.2 Place built:
- 1.1.3 Name of yard:
- 1.1.4 Name of Owner from Certificate of Registry:
- 1.1.5 Name of Company on ISM Document of Compliance:

1.2 Principal Dimensions

- 1.2.1 Summer Deadweight [tonnes]:.....
- 1.2.2 Summer Draft [metres]:

1.3 Registration, Class & Insurers

- 1.3.1 Flag:.....
- 1.3.2 Class & Notation:
- 1.3.3 P&I Club:.....

1.4 Ship Construction

- 1.4.1 Ship Type:..... ?
- 1.4.2 Double/Single skin: ?
- 1.4.3 Hatch cover type: ?
- 1.4.4 Suitable for heavy cargoes of 1.780 t/m³ and above:..... ?
- 1.4.5 Is the vessel restricted by SOLAS XII/14:..... ?
- 1.4.6 Are cargo holds used for ballast? ?
- [If Yes]: At Sea Nos: In Port Nos:

1.5 Additional Comments or Observations on Vessel Particulars section.

SECTION 2: DOCUMENTATION

2.1 Statutory and Class Status and Records

- 2.1.1 The vessel's certification as required under statutory and class requirements is complete and valid: ?
- 2.1.2 Is a Maritime Labour Certificate on board?..... ?
- 2.1.2.1 Is a Declaration of Maritime Labour Compliance on board? ?

2.2 Technical

- 2.2.1 Was the vessel free of Conditions of Class at the time of inspection?..... ?
- [If No, provide details and due date] :.....
- 2.2.2 Are the CSM survey items up to date? ?
- 2.2.3 Have records of ultrasonic tests been maintained on board?..... ?

[If yes, period for which records are available] :

2.2.4 Are the results of the ultrasonic tests considered satisfactory ?

2.2.5 Does the vessel have an Enhanced Survey Programme [ESP] report file? ?

[If No, reasons for same] :

2.2.6 Is vessel history free of major repairs? ?

[If No, reasons for same] :

2.2.7 Is the vessel free of any extensive steel renewal [>25 tons]? ?

[If No, reasons for same] :

2.2.8 Date of last Special Survey:

2.2.9 Date of last dry-dock:

2.3 Inspections

2.3.1 Is the vessel free of PSCI deficiencies in the last 6 months..... ?

2.3.2 Have all findings been cleared ?

[If No, provide details] :

2.3.3 Is the vessel free of Flag State inspection deficiencies in the last 6 months? ?

2.3.4 Have all findings been cleared: ?

[If No, provide details] :

2.4 Operational

2.4.1 Are cargo operations planned and recorded in accordance with the BLU Code ?

[If No, provide details] :

2.4.2 Are the Loading Instrument operational and test records available ?

[If No, provide details] :

2.4.3 Is a Ballast Operations Log maintained ?

2.5 Manning

2.5.1 The number of nationalities represented on board are: ?

[Specify nationalities] :

2.5.2 The working language(s) understood on board is.....

2.5.3 Are all Officers and Engineers able to communicate effectively in English?..... ?

2.6 Additional Comments or Observations on the Documentation Section.

SECTION 3: EFFECTIVENESS OF ISM SYSTEM

3.1 Inspection & Review

- 3.1.1 Has Master's review of SMS been completed in last 12 months ?
- 3.1.2 Is it effective? ?

3.2 Feedback

- 3.2.1 Has there been feedback from the shore management ?
- 3.2.2 Comments:
- 3.2.3 Are findings from RightShip Inspections correlated and whole Fleet informed?. ?
- 3.2.4 Comments:
- 3.2.5 Do company procedures and practices for handling of deficiencies require root cause analysis of each deficiency? ?
- 3.2.6 Comments:
- 3.2.7 Do the company procedures and practices include measures to prevent recurrence of deficiencies. ?
- 3.2.8 Comments:
- 3.2.9 Has emergency drill involving Shore Management been conducted in last 12 months? ?
- 3.2.10 Comments:
- 3.2.11 Is there a program for drills and exercises. ?
- 3.2.12 Is it followed and documented? ?
- 3.2.13 Comments:
- 3.2.14 Are Senior Officers aware of MSC/Circ. 1143 (Guide lines on early assessment of hull damage and possible need for abandonment of bulk carrier) ?
- 3.2.15 Has any training been completed? ?
- 3.2.16 Does Management regularly provide vessels with copies of Circulars from Class and Flag? ?

3.3 Safety Management

- 3.3.1 Is induction/familiarization for new crew members conducted ?
- 3.3.2 Are records kept? ?
- 3.3.3 Comments:
- 3.3.4 Are all crew members able to understand the language of their documented responsibilities and duties? ?
- 3.3.5 Comments:
- 3.3.6 Is there a culture of continuous improvement – do they learn from past lapses/deficiencies
- 3.3.6.1 At ship level ?
- 3.3.6.2 At Company level? ?
- 3.3.7 Comments:

- 3.3.8 Who is designated Safety Officer.....
- 3.3.8.1 Has the Safety Officer completed dedicated training course ?

3.4 Safe Carriage Of Coal

- 3.4.1 The vessel can be considered suitable for the carriage of coal cargoes as per IMO regulations. [Check all procedures, records, condition of monitoring equipment, sensing devices etc]..... ?
- [If No, reasons for same] :

3.5 Safety Equipment Tests

Specify which items of safety equipment, if any, were tested by the inspector:
 [NB Due to multiple fatalities that have been associated with lifeboat drills, special note to be taken with regard to the posting of instructions on the safe operation and maintenance of lifeboats and associated equipment]

3.6 Safety Culture

- 3.6.1 What level of safety consciousness and practice is apparent onboard [including where applicable, legible display of relevant plans, safety notices, use of protective clothing etc.]..... ?
- 3.6.2 Additional Comments or Observations on the Safety, Security and Environmental Section.

SECTION 4: SAFETY, SECURITY & ENVIRONMENTAL MANAGEMENT

4.1 Certification

- 4.1.1 State issuing Authority for the Document of Compliance.
- 4.1.2 Date on which the Document of Compliance was issued.
- 4.1.3 Date on which the Document of Compliance was last endorsed.
- 4.1.4 State issuing Authority for the Safety Management Certificate
- 4.1.5 Date on which the Safety Management Certificate was issued.
- 4.1.6 Date of last internal audit.
- 4.1.7 Date of last external audit.
- 4.1.8 Other general comments on safety certification:

4.2 Safety Documentation

- 4.2.1 Are Safety Committee Meetings undertaken on a regular basis and with acceptable frequency? ?
- 4.2.2 Are minutes available for last two meetings? ?
- 4.2.3 The following are reported, investigated and analyzed:

- 4.2.3.1 Non-conformities ?
- 4.2.3.2 Accidents ?
- 4.2.3.3 Hazardous occurrences [near-misses] ?
- 4.2.4 Corrective actions recorded for items in 4.2.3 ?
- 4.2.5 Corrective actions and close-out recorded for internal audits? ?
- 4.2.6 Corrective actions and close-out recorded for external audits? ?
- 4.2.7 Other general comments on safety documentation:

4.3 Safety Publications [In addition to statutory requirements]

- 4.3.1 Accident prevention on board ship at sea and in port [ILO] (or equivalent) ?
- 4.3.2 Guidelines on early assessment of hull damage and possible need for Abandonment of Bulk Carriers [MSC/Circ.1143] ?
- 4.3.3 Guidelines for the mitigation and management of fatigue. [MSC/Circ.1014] ?
- 4.3.4 Are MSDS available for Cargo/Bunker/Hazardous Materials? ?
- 4.3.5 Other general comments on safety publications:

4.4 Safety Plans, Drawings & Equipment

- 4.4.1 Muster lists. ?
- 4.4.2 Fire Control Plans in accommodation and at gangways. ?
- 4.4.3 Contingency plans for emergency response. ?
- 4.4.4 Is Safety Officer's identity well known to all onboard? ?
- 4.4.5 The SOPEP was filed together with piping diagrams and other key plans, contact list was up to date. ?
- 4.4.6 IMO signs were displayed. ?
- 4.4.7 Escape routes were marked. ?
- 4.4.8 Safety plans were displayed ?
- 4.4.9 Safety notices were displayed. ?
- 4.4.10 Permits to work were issued. ?
- 4.4.11 Is there evidence that safety equipment is regularly checked? ?
- 4.4.12 Is atmosphere testing equipment appropriate and fit for use? ?
- 4.4.13 Are calibration records available for atmosphere testing equipment? ?
- 4.4.14 Are fire main isolation valves operational? ?
- 4.4.15 Other general comments on safety plans, drawings and equipment:

- 4.4.16 Are heaving lines COSWP compliant ?

4.5 Security Matters

- 4.5.1 Security was at level. 0
- 4.5.2 Appropriate security system was being implemented ?

- 4.5.3 Vessel has a valid Continuous Synopsis Record..... ?
- 4.5.4 Other general comments on security matters:

4.5.5 Is there established procedure for stowaway search prior to departure ?

4.6 Environmental Plans and Records

- 4.6.1 Bunkering Plan..... ?
- 4.6.2 Garbage Management Plan..... ?
- 4.6.3 Ballast Management Plan ?
- 4.6.4 Oil Record Book..... ?
- 4.6.5 Other general comments on environmental plans and records:

4.6.6 Is Asbestos Control Plan available ?

4.7 Cybersecurity

- 4.7.1 Does the vessel and/or company have documented software/firmware and hardware maintenance procedures ?
 - 4.7.1.1 Are service reports available ?
- 4.7.2 Does the vessel and/or company have any cyber security procedures ?
 - 4.7.2.1 Has a Risk Assessment for Cyber attack been completed. ?
 - 4.7.2.2 Is a Cyber attack Response Plan available ?
- 4.7.3 Does the vessel and/or company provide any cyber security training ?

SECTION 5: STRUCTURAL CONDITION

[Guidance Note: Any structural item fitted with a doupler should be marked as unsatisfactory and clarification entered in the appropriate comments field.]

5.1 Holds

- 5.1.1 Bulkheads ?
- 5.1.2 Shell plating Frames, Brackets, Bracket connections..... ?
- 5.1.3 Hopper and Stool sloping plating ?
- 5.1.4 Tank top plating ?
- 5.1.5 Topside tank plating - as seen from hold spaces..... ?
- 5.1.6 Bilges, Suction boxes, Extended spindles etc. ?
- 5.1.7 Water ingress sensors ?
- 5.1.8 Air vents, Sounding pipes Manhole covers..... ?
- 5.1.9 Hold ladders - rungs, stanchions, platforms..... ?
- 5.1.10 Protective coatings..... ?
- 5.1.11 Hold ventilation, Fire dampers, Access spaces ?
- 5.1.12 Other general comments on hold condition:

5.2 Hatch Covers And Associated Areas

- 5.2.1 Hatch covers tops and sides ?
- 5.2.2 Hatch covers internal stays and/or stiffeners ?
- 5.2.3 Sealing rubber, channels ?
- 5.2.4 Compression bars and weight bearing pads ?
- 5.2.5 Securing cleats ?
- 5.2.6 Track-ways and rollers ?
- 5.2.7 Hydraulic system – jacks & pipes ?
- 5.2.8 Drains and non-return valves ?
- 5.2.9 Hatch coaming plates [fwd, aft, port & starboard] ?
- 5.2.10 Hatch coaming stays [vertical and horizontal] ?
- 5.2.11 Hatch coaming connections to deck plates ?
- 5.2.12 Are hatches considered acceptable for carriage of water sensitive cargoes? ?
- 5.2.13 Is information available relating to ability of any deck surface to withstand the static and dynamic loads imposed by a helicopter landing on that surface? ?
- 5.2.14 Other general comments on hatch cover condition [Include any evidence of leakage etc.]:

5.3 Ballast Tanks

- 5.3.1 Bulkheads in tank spaces ?
- 5.3.2 Side shell plating ?
- 5.3.3 Frames, Brackets, Side & Longitudinal Stiffeners ?
- 5.3.4 Tank sloping plating ?
- 5.3.5 Dump valves and filling valves for topside tanks ?
- 5.3.6 Suction and Filling valves, Extended spindles, Markings ?
- 5.3.7 Air vents, Sounding pipes ?
- 5.3.8 Manhole covers ?
- 5.3.9 Protective Coatings ?
- 5.3.10 Cathodic protection - anodes or others ?
- 5.3.11 Access spaces to tanks, ladders etc. ?
- 5.3.12 Sludge, scale and other deposits ?
- 5.3.13 Other general comments on ballast tank condition:

5.4 Shell and Deck Plating, Fittings & Equipment

- 5.4.1 Shell plating (P&S) ?
- 5.4.2 Deck plating including forecastle and poop ?
- 5.4.3 Deck plating between hatches ?
- 5.4.4 Deck pipes and valves [fire main, bunker and hydraulic] ?

- 5.4.5 Air vents and Sounding pipes ?
- 5.4.6 Watertight openings, access hatches, manholes..... ?
- 5.4.7 Ventilators, Mushroom heads [including fire flaps] ?
- 5.4.8 Railings, bulwarks and ramps ?
- 5.4.9 Gangway, accommodation, deck and pilot ladders ?
- 5.4.10 Non-slip paint, if applied..... ?
- 5.4.11 Windlass, winches:
 - 5.4.11.1 Brake-bands & linings ?
 - 5.4.11.2 Clutches, gears & controls ?
 - 5.4.11.3 Foundations..... ?
 - 5.4.11.4 Spurling pipes, covers, cockspurs and guards..... ?
 - 5.4.11.5 Have the windlass/winch brakes been tested ?
 - [Inspector to issue a recommendation if No.]
 - [If Yes date of last test]
 - 5.4.11.6 Are brake tests a part of the PMS ?
 - [Inspector to issue a recommendation if No.]
- 5.4.12 Bollards, rollers & fairleads ?
- 5.4.13 Mooring ropes, wires, anchors & cables ?
- 5.4.14 Is a ship specific emergency towing procedure provided?..... ?
- 5.4.15 Bunkering connections, manifolds, save alls ?
- 5.4.16 Other deck machinery inc. storing and bunkering cranes ?
- 5.4.17 Deck lighting ?
- 5.4.18 Other general comments on plating and deck fittings:

- 5.4.19 Is mooring line inspection included in PMS..... ?
- 5.4.20 Does the vessel have a mooring line plan including Certificate numbers and dates in service and end-for ended ?

5.5 Additional Comments or Observations on the Structural Condition Section.

SECTION 6: MACHINERY MANAGEMENT

6.1 Records and Manuals

- 6.1.1 Examination of machinery records [logbooks etc.] suggest all machinery items and systems are functional and in good order. ?
- 6.1.2 A complete set of all machinery manuals in a language understood by the senior engineers available on board..... ?

6.2 Observation Of Conditions In Machinery Spaces

- 6.2.1 Cleanliness in the engine room in way of scavenge spaces and crank case doors is good. ?

- 6.2.2 Is ME exhaust and boiler insulation in good condition? ?
- 6.2.3 Tank tops and bilge spaces in a good clean condition. ?
- 6.2.4 Are all pump and valve glands free from leaks? ?
- 6.2.5 Purifier room free of leaks and accumulation of oil. ?
- 6.2.6 Drip trays in way of machinery items and fuel tanks dry ?
- 6.2.7 Are steering spaces clean, free of obstructions and oil leaks and readily accessible? ?
- 6.2.8 Engine room floor plates in place and free of obstructions ?
- 6.2.9 Is there evidence that adequate stores and spares are provided ?
- 6.2.10 All stores/spares requisitions are filled in less than 30 days? ?
- 6.2.11 If “No” provide brief details.
- 6.2.12 Are spare parts and other gear or equipment firmly secured and stored appropriately? ?
- 6.2.13 Safety instructions appropriate to the space displayed ?
- 6.2.14 Engine control room clean with chairs secured, no loose mats and garbage placed in proper bins ?
- 6.2.15 Machinery guards in place ?
- 6.2.16 Monitoring and indicating devices fitted to relevant machinery items and in working and safe condition ?
- 6.2.17 Are gauges and instruments functional? ?
- 6.2.18 Is Crankcase Oil Mist Detector operating correctly? ?
- 6.2.19 Switchboard panels were free of earth indicators? ?
- 6.2.20 Auto-closing devices on sounding pipes being used properly ?
- 6.2.21 Lube oil samples are taken regularly ?
- 6.2.22 Oil sample report free of adverse comments ?
- [If No, provide details] :
- 6.2.23 Other general comments on machinery space condition:
- 6.2.24 Is Lube Oil Sampling aligned with Equipment Manufacturer’s recommendations?
- 6.2.25 Does the company have fuel testing procedure ?
- 6.2.26 Is there a documented annual hydrostatic pressure testing of bunker lines ?

6.3 Safety and Environment

- 6.3.1 It is evident that only safe and pollution-free practices are being followed in the machinery spaces [**Compliance with MARPOL**] ?
- 6.3.2 Oily Water separator maintenance records in order ?
- 6.3.3 Oil content meter last calibration date.....
- 6.3.4 What type of planned maintenance system is in place for all machinery, including Steering Gear? None

- 6.3.5 Critical Equipment and Systems have been identified by the Company and methods to promote reliability have been put in place..... ?
- 6.3.6 Standby arrangements have been identified by the Company and regular testing of such equipment is conducted. ?
- 6.3.7 Is there a written procedure for fuel change-over in the SMS?..... ?
- 6.3.8 Gantry crane in ER last tested on
- 6.3.9 Other general comments on safety and environmental issues:

6.4 Ballast Systems

- 6.4.1 No of ballast pumps & rating
- 6.4.2 Stripping system
- 6.4.3 De-ballasting time required excluding ballast hold.....
- 6.4.4 De-ballasting time required including ballast hold.....
- 6.4.5 Other general comments on ballast systems:

- 6.4.6 Is the vessel fitted with Ballast Water Treatment system..... ?
 - 6.4.6.1 Is BWM Certificate onboard
 - 6.4.6.2 Is an approved Ballast Water Management System manual available ..?
- 6.4.7 What is the maximum discharge rate of the BWTS (tph).....
- 6.4.8 Is there an officer designated for Ballast Water treatment System
- 6.4.8.1 Does the designated officer have appropriate training
- 6.4.9 Is vessel operating under Reg D-1 or D-2
- 6.4.10 Name type of system (chemical, filtration, ozone etc).....
- 6.4.11 Are documented procedures available for entering ballast tanks where a treatment system has been in use
- 6.4.12 If not fitted with BWTS what is company plan for BWTS

6.5 Additional Comments or Observations on the Machinery Management Section.

SECTION 7: BRIDGE MANAGEMENT

7.1 Bridge Equipment

- 7.1.1 Bridge and Radio Equipment is provided as per relevant regulations
- 7.1.2 Is Bridge Navigation Watch Alarm System (BNWAS) fitted and functioning?..... ?
- 7.1.3 All Bridge and Radio Equipment is in good working order. ?
- 7.1.4 Operating manuals for Bridge equipment are available on board in a language understood by the ship’s staff. ?
- 7.1.5 Other general comments on bridge equipment:

7.2 Navigational Practices

- 7.2.1 Navigation records are available and maintained in a satisfactory state. ?
- 7.2.2 Relevant and up-to-date navigational publications to aid vessel operations are available. ?
- 7.2.3 Up-to-date [corrected] charts for the intended voyage(s) have been prepared. . ?
- 7.2.4 Relevant and up to date marine notices for the trading patterns for the ship have been provided. ?
- 7.2.5 There is a defined practice for the collection, dissemination and monitoring of all latest navigation warning information. ?
- 7.2.6 Operating procedures and instructions for Bridge functions are clearly specified, displayed and staff are aware of the same ?
- 7.2.7 There are Owners/Managers policy and procedures, which require the testing of all bridge and engine room equipment and instruments, critical to the safe navigation of the vessel, at relevant stages of the voyage. ?
- 7.2.8 Records are maintained of testing bridge and engine room equipment and instruments ?
- 7.2.9 Other general comments on navigation practices:
- 7.2.10 Does the operator provide guidance on minimum under keel clearance (UKC) and squat ?
- 7.2.11 Are comprehensive Passage Plans prepared from berth to berth ?
- 7.2.12 Do Passage Plans include details of:
- 7.2.12.1 UKC ?
- 7.2.12.2 Environmental information..... ?
- 7.2.12.3 Position intervals ?
- 7.2.12.4 No Go positions ?
- 7.2.12.5 Abort Positions ?
- 7.2.12.6 Parallel Indexing ?
- 7.2.13 Have all deck officers attended either a Bridge Resource Management or Bridge Team Management course ?
- 7.2.14 Has the master written his own standing orders ?
- 7.2.15 Does the master regularly issue night orders..... ?
- 7.2.16 Has the Master attended a ship handling course..... ?
- 7.2.17 Is there a documented procedure for operation of VDR ?
- 7.2.18 Are deck officers familiar with procedure to retain VDR data..... ?

7.3 Additional Comments or Observations on the Bridge Management Section.

7.4 ECDIS

- 7.4.1 Is the vessel equipped with ECDIS ?
- 7.4.2 What is primary source of navigation ?
- 7.4.3 Are all charts activated for trading area ?

- 7.4.4 Do all deck officers hold ECDIS Generic Training Certificates ?
- 7.4.5 Do all deck officers hold type specific training Certificates ?
- 7.4.6 Are all relevant alert and alarm settings as per the vessel's condition..... ?
- 7.4.7 Does the company have ECDIS specific detailed procedures in SMS ?
 - 7.4.7.1 Minimum parameters for alarms and layers ?
 - 7.4.7.2 ECDIS handover of watch ?
 - 7.4.7.3 ECDIS failure..... ?
 - 7.4.7.4 Chart correcting..... ?

SECTION 8: HOLDS - VENTILATION, LIGHTING SECURING

8.1 Equipment

- 8.1.1 Hold ventilation is of the 'forced [mechanical]' type. ?
- 8.1.2 Where applicable, container shoes on tank tops are flush and tight..... ?
 [If No, describe observations] :
- 8.1.3 Where applicable is there an ongoing inspection regime for container lashing equipment? ?
- 8.1.4 There are arrangements provided onboard for monitoring the status of hold lights? ?
 [If No, describe observations] :
- 8.1.5 Does the company have a written procedure for Cargo Hold Access?..... ?



SECTION 9: CONDITION OF CRANES

Enter observations on cranes and grabs in the following table:

Certification, Marking & Condition	Cranes				
	1	2	3	4	5
Blocks	?	?	?	?	?
Hook/swivel	?	?	?	?	?
Chain	?	?	?	?	?
Shackles	?	?	?	?	?
Crane wire	?	?	?	?	?
Oil leaks	?	?	?	?	?
Crane Cabins					
Windscreen wipers	?	?	?	?	?
Fire extinguisher	?	?	?	?	?
Cabin heater	?	?	?	?	?
Internal ladder	?	?	?	?	?
Emergency stops	?	?	?	?	?
External ladder	?	?	?	?	?
Jib condition	?	?	?	?	?
Performance					
Performance records	?	?	?	?	?
Performance at 'in' & 'out' limits	?	?	?	?	?
Limit switch settings	?	?	?	?	?
	Grabs				
	1	2	3	4	5
Type	?	?	?	?	?
Weight (tonnes)	0.0	0.0	0.0	0.0	0.0
Capacity (tonnes)	0.0	0.0	0.0	0.0	0.0

9.1 Additional Comments or Observations on the Cargo Cranes Section

SECTION 10: INSPECTION SUMMARY

10.1 General

10.1.1 The vessel was inspected as per instructions received from RightShip by email on:

10.1.2 The inspection schedule was as follows:

10.1.2.1 Commenced travel: @ hrs.

10.1.2.2 Commenced inspection: @ hrs.

- 10.1.2.3 Finished inspection:..... @ hrs.
- 10.1.2.4 Returned to home base:..... @ hrs.
- 10.1.3 Was the ship’s gangway correctly rigged giving safe access: ?
 [If no, explain] :
- 10.1.4 The owners representative was on board during the inspection..... ?
 [If yes, who] :
- 10.1.5 The Master had been apprised of the RightShip inspection. ?
 [If NO give reasons] :
- 10.1.6 A member of the ship’s staff [or Superintendent] accompanied the Inspector.... ?

 [If Never give reasons] :
- 10.1.7 The inspector discussed outcomes with the Master and/or Superintendent..... ?
 [If NO give reasons] :
- 10.1.8 A copy of the Inspectors List of Deficiencies and Recommendations has been left with Master..... ?
 [If NO give reasons] :
- 10.1.9 Vessel status at time of inspection:..... ?

10.2 Physical Inspection Summary

- 10.2.1 Accommodation structure: ?
- 10.2.2 Accommodation interior: ?
- 10.2.3 Wheelhouse: ?
- 10.2.4 Engine Room/Machinery Spaces:..... ?
- 10.2.5 External shell plate..... ?
- 10.2.6 Main/Weather Deck & Fittings: ?
- 10.2.7 Cargo holds:..... ?
- 10.2.8 Hatch Coamings, Trackways and Hatch Covers..... ?
- 10.2.9 Cranes ?
- 10.2.10 Ballast tanks:..... ?
- 10.2.11 Other spaces - stores etc:..... ?

10.3 Management Summary

Comment in general about the apparent standard and quality of onboard management.

10.4 Additional Comments or Observations on the Summary Section.