

Tugs - Condition Survey Report IG

Incomplete

Score	0%	Flagged items	0	Actions	0
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Site conducted

Unanswered

Condition survey

Type of report:

Ship name:

IMO No.:

Date survey completed

Location- survey port

10 Jackson St, Gateshead NE8
1ED, UK
(54.9617664, -1.6023552)

Surveyor's name:

Survey company:

Surveyor's ref. no.:

Order club:

Club ref. no.:

Does the surveyor understand that actions are not to be created? (this is a north internal function only)

Does the surveyor understand that selecting 'No' to a question indicates a defect? (selecting 'No' will open another box asking why is it a defect, please keep the description short but informative)

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.

The surveyor must read and understand the instructions prior to commencing the survey

[Surveyor Instructions Internal.pdf](#)

Inspection

1.1 PARTICULARS

1.1.2 Ex. names:

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

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

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

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 Member:

2.6 Time under present management

2.7 Ballast tanks inspected*:

2.8 Cargo holds/tanks inspected*:

3.1 Survey summary

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:

Machinery:

Cargo worthiness:

Maintenance and housekeeping:

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

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?

Additional information

4.2 Shipboard management (Section to be completed taking into consideration time under present management)

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 Are records maintained for ballasting operations?

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

Additional information

4.3 Safe Working

4.3.1 As observed, are safe working practices followed onboard?

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

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

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

4.3.5 Is there a Safety Management System in place, is this followed onboard?

4.3.6 Is there a suitable safe means of access?

4.3.7 Is adequate lighting provided throughout the vessel?

4.3.8 Are alarms from cold stores and freezers in satisfactory condition?

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

Additional information

4.4 Hygienic Standard and House Keeping

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

4.4.3 Is the general house-keeping standard, including sanitation, satisfactory?

Additional information

4.5 Fire Safety

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 emergency escape sets provided?

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 clearly marked and unobstructed?

4.5.7 If fitted are fire monitors and associated equipment operational and in apparent satisfactory condition?

4.5.8 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

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?

4.7.1 Are lifeboats, rescue boats and their davits, in apparent satisfactory condition?

Additional information

4.7 Pollution Control

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

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

4.7.3 Is sufficient 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 tug 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 unintentional 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?

Additional information

4.8 Hull and Deck

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 Is the condition of the superstructure apparently satisfactory?

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 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 effective closing devices and clearly marked with the compartment they serve?

4.8.11 Is supplied lifting gear in apparent good condition and clearly marked with SWL?

4.8.12 Is the tug fendering in apparent satisfactory condition?

Additional information

4.9 Ballast Tanks and Void Spaces

4.9.1 Are manhole covers in apparent satisfactory condition?

4.9.2 Is the means of access in an apparently satisfactory

condition?

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

4.9.4 Is the internal structure apparently free from significant wastage, pitting and scale?

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?

Additional information

4.10 Machinery Spaces

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 Are 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?

Additional information

4.11 Bridge, Navigation and Communication

4.11.1 Is bridge and communications equipment in apparent good order?

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

4.11.3 Are bridge procedures, company and master's standing orders in place and followed?

4.11.4 Are navigation lights and signals in a satisfactory condition?

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

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

4.11.7 Is external weather routing in use for ocean voyages?

Additional information

5.1 General

5.1.1 Is there a Stability Manual considering stability during towage available and are all relevant personnel familiar with the limitations imposed by it?

5.1.2 Are Stability Records maintained by a responsible person?

5.1.3 Are there procedures in place for towing operations?

5.1.4 Are Towing Logs kept and available onboard?

5.1.5 Are tow wire inspections carried out regularly and records maintained onboard?

5.1.6 Are procedures in place for replacing or condemning damaged tow wires?

5.1.7 Are towing winches in apparent satisfactory condition?

5.1.8 If fitted, is the tow winch payout alarm and a suitable means of emergency release fully operational?

5.1.9 Are tow wires in apparent satisfactory condition and of suitable size / BL and length?

5.1.10 Are tow wires fitted with spelter sockets or thimbles of suitable size and are these in apparent satisfactory condition?

5.1.11 If fitted is the Gog system in apparent satisfactory condition?

5.1.12 Are there a suitable number of connecting links / shackles, are these of suitable size and in apparent satisfactory condition?

5.1.13 If supplied onboard is the towing stretcher of suitable size and in apparent satisfactory condition?

5.1.14 For all composite units is the tug / barge connection system in apparent satisfactory condition?

5.1.15 For all composite units is there a suitable system with alarm available for monitoring connection roll and pitch limits and coupling forces?

Additional information

Signatures

Master's signature: (For receipt only)

Surveyor's signature

Media File

Please upload any PDF documents relevant to this survey
