



SHIP INSPECTION REPORT
CHEMICAL TANKER

Sixth Edition Amendments
June 2008

June 2008		Amendments to the Guidance Notes					
Chemical							
Question	Ref.	Yes	No	N/A	Cat		
1.1.29		Anti-fouling Certificate		<input type="checkbox"/>	<input type="checkbox"/>	S	
1.1.29		<i>The Antifouling Certificate has to be approved by class although some vessels may only have a Statement of Compliance which is acceptable provided there is a Class approval.</i>					
1.2.6		Procedures and Arrangements Manual		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S
1.2.6	MARPOL Annex II Standards P & A Preamble 8	<i>This must be the manual approved by Flag Administration or Classification Society on behalf of Flag Administration</i>					
1.2.13		The latest editions of the following publications are onboard		<input type="checkbox"/>	<input type="checkbox"/>		R
1.2.13		<i>Inspectors should spot check the library on the vessel to ensure that the vessel has the latest edition and amendments of all appropriate publications, which should include: (list publication and edition or other appropriate detail, and incorporate following guidance notes when appropriate)</i> <u>Note:</u> <i><u>I.A.L.A. Buoyage Systems is not an IMO publication but is Admiralty NP 735-ed 2006</u></i>					
1.5.3		If applicable, the ship is surveyed under the Conditional Assessment Scheme (CAS).		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S
1.5.3	MARPOL Annex I, 13G3 Res.A.744 (18)AnnexB	<i>CAS is a separate issue from enhanced survey and although CAS does not specify structural standards in excess of the provisions of other IMO conventions, its requirements stipulate more stringent and transparent verification of the reported structural condition of the vessel and that documentary and survey procedures have been properly carried out and completed. The scheme requires that compliance with the CAS is aligned to the enhanced survey programme of inspections concurrent with intermediate or renewal surveys currently required by IMO Res. A.744(18). (MEPC.94)</i>					
		<i>Notes: In accordance with the revised MARPOL 13G, CAS is to be applied to all single hulled tankers of 15 years or older. The Administration may permit Category 2 and 3 tankers to continue in operation beyond 2010 subject to satisfactory results from the Condition Assessment Scheme, but the continued operation must not go beyond the anniversary of the date of delivery of the ship in 2015 or the date on which the ship reaches 25 years of age after the date of its delivery, whichever is earlier.</i>					
4.1.2		The ship is moored in accordance with industry standards		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R
4.1.2	OCIMF Mooring Guide	<i>The answer to this question will be assessed following an inspection of the actual moorings of the ship. The inspection of the moorings should confirm:</i> <ul style="list-style-type: none"> <i>- Moorings of differing materials or lengths not be used in the same service.</i> <i>- Self tensioning winches should not be used in automatic mode.</i> <i>- When synthetic tails are fitted to wires they are at least 25% stronger than the wire and not longer than 11m.</i> <i>- The angle of dip between ship and shore is not excessive.</i> 					

- *The recommended method of turning-up a rope on bitts is to take one or two full turns around the leading post before 'figure-of-eighting'. The reason for this is to reduce the tendency to pull the two posts together.*
- *Stoppers are of the correct type for the moorings in use.*

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4.1.23		Emergency towing off wires (fire wires) are properly rigged	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R
4.1.23	TSG (C) 2.4	Unless Port regulations require otherwise, the eye of the emergency towing wires should be not more than 1 metre above and not below the waterline. There should be retained on deck, between the bollards and the fairlead, sufficient slack to enable a tug to make fast and tow effectively. The slack should be prevented from running out by a rope yarn or other means which can be easily broken. The wire must be made fast by either an eye on the bitts or properly turned up. The slack on deck must be positioned away from normal working areas so that the bights formed do not present a hazard to personnel.				
		Note: OCIMF Mooring Equipment Guidelines recommends that the fire wire is rigged with no slack on deck. However, some terminals require sufficient slack on deck so that the tug can use solely the ship's wire for towing purposes; if a terminal requires a particular method to be used, the vessel should have been advised accordingly.				
5.3.19		A reference pressure gauge is available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	D
5.3.19		The reference pressure gauge must have a certificate of accuracy and be of a type suitable for purpose i.e. lower pressure for cargo tank.				
5.5.5	STCW 95 B-1/14.3	The special heating requirements for the cargoes carried on board	<input type="checkbox"/>	<input type="checkbox"/>		S
5.5.5		For any potential heating requirements				
8.1.21		The hospital, when fitted, is clean, tidy and ready for use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	D
8.1.21		This also applies to onboard "treatment room"				
8.1.46		A gangway / accommodation ladder is safely and appropriately rigged when in use	<input type="checkbox"/>	<input type="checkbox"/>		R
8.1.46	APBS 8 ISGOTT 16.4.2	The gangway should be safely rigged. A lifebuoy with a self-igniting light should be available by the ladder and if situated in the cargo zone the selfigniting light should be intrinsically safe. Gangways and other means of access should be provided with an effective safety net where appropriate. When fitted, the safety net rigged under the gangway must be spread so as to catch a person falling over the top rope or rail and prevent them from falling into the water or onto the jetty, and must be in good condition and suitable for the purpose. Where possible, access to the ship should be situated aft of the manifold area. There should be a safe means of access from the top of the ladder to the deck. The ladder should be adequately illuminated and clear of obstructions.				
8.2.9		An oxygen resuscitator is available on board, ready for immediate use, and appears in good operating condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S
8.2.9	IBC 14.2.9 BCH 3.16.11 SOLAS IX ISM 10.1	Oxygen resuscitator should be of the portable type.				

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9.1.27		Servicing of fire extinguishers is up to date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S
9.1.27	FSS 2007 Res A951 (23)	All portable fire extinguishers together with propellant cartridges should be hydraulically tested in accordance with the recognised standard of the manufacturer's instructions at intervals not exceeding ten years.				
11.1.24		The arrangements for the disposal of bilge wells from spaces not serviced by the Engine Room oily-water separator system are adequate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R
11.1.24		These spaces could include the foc'sle space, bow thruster space, storage rooms containing oil, etc. Overboard discharges should be secured (lashed, sealed, etc.), and appropriate notices posted.				
11.1.25	ISGOTT 24.6.1 SSSCL A 12 TSG (C) 5.3.1	During cargo transfer operations, hoses / arms are properly secured using all available bolt holes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	R
11.1.25		This includes bunkering operations and if used camlocks are correctly fitted.				