**COMPARTMENT CONDITION REPORT**

(REFERENCE [Fleet Ops](http://srv-glas301:82/Leisure/content/parent%20category%20topics/procedures%20and%20operations/fleet_ops.htm) > [5.0 Technical Procedures](http://srv-glas301:82/Leisure/content/parent%20category%20topics/procedures%20and%20operations/ship_technical_operations.htm) > 5.3 Maintenance and Operation Overview)

**VESSEL:** **TANK NO.:****DATE EXAMINED:**

TYPE OF COATING:

WHEN COATING APPLIED, IF ANY:       WHEN COATING LAST REPAIRED:

FOR WHAT SERVICE HAS THE TANK BEEN USED:

TANK SURFACE AREA:      M2

**LOOK FOR: MATERIAL WASTAGE, DEFORMATIONS, FRACTURES .**

**IF ANY FOUND, NOTE THEM HEREWITH AND REPORT THEM IMMEDIATELY TO THE FLEET SUPERINTENDENT / MANAGER**

INSERT REMARKS / COMMENTS AND MAKE REFERENCES TO LOCATION PER SKETCH BELOW

FORWARD

|  |  |  |
| --- | --- | --- |
|  | UNDER DECK PLATE |  |
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|  |  |  |
|  | F W D |  |
|  | BULKHEAD |  |
|  |  |  |
|  |  |  |
|  |  |  |
| PORT BULKHEAD | BOTTOM PLATE | STB BULKHEAD |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  | AFT BULKHEAD |  |
|  |  |  |
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|  |  |  |
|  |  |  |

AFT

**REMARKS AND COMMENTS (Photographs may also be attached)**

SPECIFY COATING (IF ANY) CONDITION AS: GOOD, FAIR, OR POOR (refer to definitions below)

**Definitions of conditions of coating:**

*GOOD:*

*Condition with spot rusting on less than 3% of the area under consideration without visible failure of the coating. Rusting at edges or welds, should be on less than 20% of edges or weld lines in the area under consideration.*

*FAIR:*

*Condition with breakdown of coating or rust penetration on less than 20% of the area under consideration. Hard rust scale should be less than 10% of the area under consideration. Rusting at edges or welds should be on less than 50% of edges or weld lines in the area under consideration.*

*POOR:*

*Condition with breakdown of coating or rust penetration on more than 20% or hard rust scale on more than 10% of the area under consideration or local breakdown concentrated at edges or welds on more than 50% of edges or weld lines in the area under consideration.*

PITTING CORROSION

AMOUNT OF RUST SCALE (IN M2 OR % OF AREA UNDER CONSIDERATION

DESCRIBE CONDITION OF:

* ACCESS ARRANGEMENT (HATCH, MANHOLE, LADDERS)

* SOUNDING PIPE AND STRIKER PLATE

* HIGH LEVEL ALARM

* VENT PIPE CONDITION

* PIPES RUNNING IN TANK/COMPARTMENT CONDITION

* HEATING COILS/FITTINGS

* ANODES

SPECIFY IF ANY DAMAGE: STRUCTURAL OR MECHANICAL AND LOCATION AND EXTENT

SPECIFY IF ANY RESIDUES, MUD, SLUDGE AND ESTIMATE QUANTITY

OTHER COMMENTS (including if sanitation or disinfection done (ie Potable water tanks and Sewage Tanks))

**OVERALL CONCLUSION AND IF MAINTENANCE OR REPAIRS ASSESSED AS REQUIRED (refer to definitions below for coating)**

**ANY REPAIR OF WASTAGE, DEFORMATIONS OR FRACTURES ARE TO BE AGREED WITH CLASS**

*MAINTENANCE*

*minor coating restoration work regularly performed by a ship’s crew using normal shipboard means and tools to maintain GOOD or FAIR coating conditions. Maintenance delays or slows down the coating deterioration and effects short term steel protection.*

*REPAIR*

*coating restoration work of a longer term nature, usually performed during ship’s dry-docking or scheduled repair period (ship idle) to restore the FAIR or POOR coating condition to GOOD condition. This will usually require specialized manpower and equipment such as sand blasting equipment, operators and dehumidifiers.*

**Please indicate any attached herewith photographs, ship’s drawings or plans:**

**For Potable water tanks only:**

**(**ref. VMS: Health > 1.9 Safe Water Supplies > 1.9.4 Onboard Procedures > Potable water tanks inspection, maintenance and disinfection)

**Records of the tank inspection, cleaning, disinfection and flushing:**

*- inspection details*

*- method*

*- concentration*

*- contact time of disinfectant*

*- for routine potable water tank cleaning and disinfection - confirmation the tank was still wet after spraying with disinfectant 200 ppm and when open after 2 hours*

*- a recorded halogen value (less than or equal to 5 ppm) before the tank is put back into service*

STAFF CAPTAIN:       STAFF ENGINEER: