RIGHTSHIP DeepDive

Advancing Vessel Safety: An Update to RISQ and RightShip Inspections

26th November 2025

Housekeeping

As a courtesy to all attendees and to ensure a smooth webinar experience, participants will be on mute throughout the session.

Questions can be submitted via the chat or Q&A function at any time. These will be addressed during the designated Q&A segment.

The webinar will last approximately 1hr 15 minutes, including time for Q&A.

This session is being recorded and will be shared with participants afterward including presentation materials.

Speakers

Darren Ryan
Chief Operations Officer
RightShip

Ali Darani
Senior Manager Inspections - RISQ
RightShip

Christopher Saunders
Chief Maritime Officer
RightShip

RIGHTSHIP DeepDive

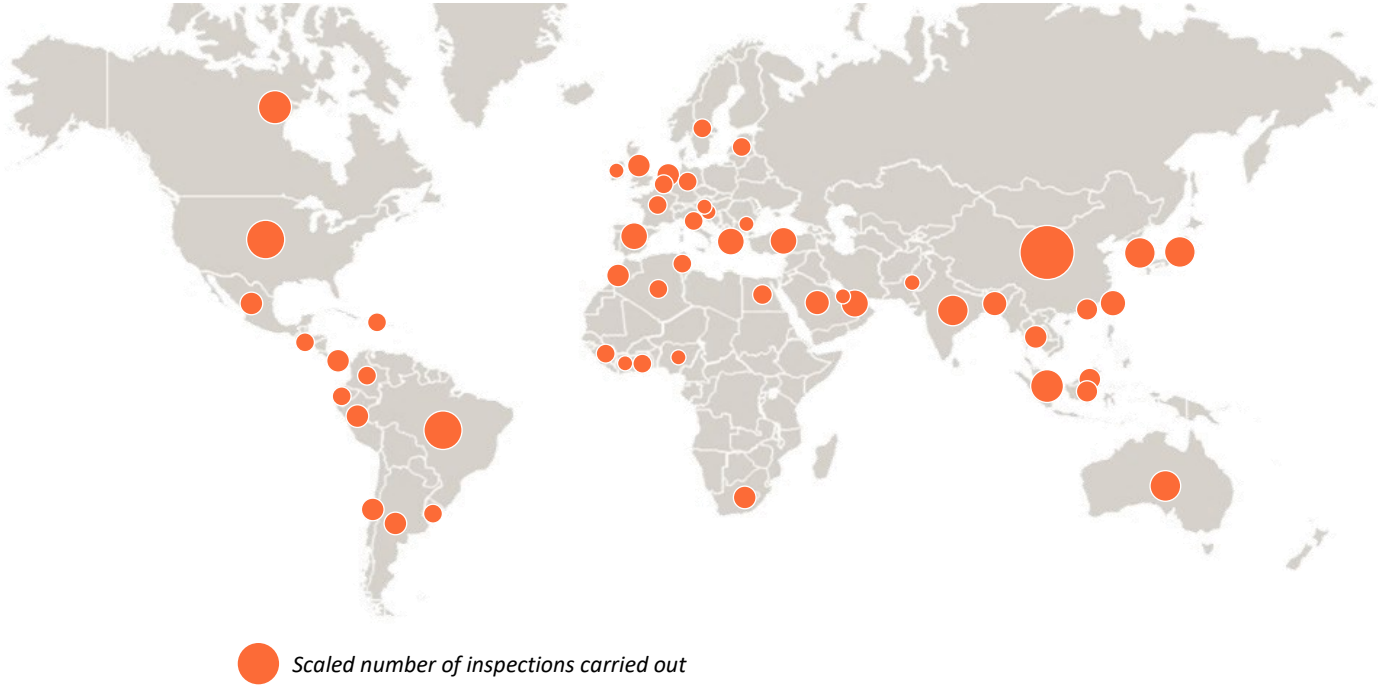
1.0
RightShip Inspections Trend

Darren Ryan

RISQ Inspections 2025

- RISQ Inspections completed YtD 2025 covering over **888** DOC's.
- **93%** marked as acceptable, **67%** with 9- or 12-months validity.
- **73%** of inspections occur post discharge or while bunkering, to minimise issues for crew with loading operations.
- **19%** conducted as Hybrid inspections reducing time onboard

4,985	846	102	3,885	233
No. of Inspections	No. of ports	No. of countries	No. of vessels	No. of Inspectors



Scaled number of inspections carried out

- Data from YtD – Jan 2025 – 12 November 2025

Latest Trends (Jan – Nov 2025)

Duration
Overall average duration on board was 13.6 hours. Standard 14.1, and Hybrid 11.5 hours (YtD)

Hybrid Inspections
862 across 261 DOC's – opportunity to expand adoption for more Managers to benefit.

Average Findings
Improvement to 20.1 (compared to 23.1 in 2024) - H 1.5, M 10.5 L 8.1.

Awareness - guidance
Observed increased adoption of RISQ guidance and at the crew level

High-Risk Findings

- Enclosed space entry procedures
- Lifeboats, rescue boat, equipment and launching arrangements
- Hatch covers and maintenance
- Mooring lines and winch brake testing
- Machinery space auxiliary boiler and emergency generators
- Pilot ladders condition and inspection

High Risk Findings in 2025 so far

Section	Question	Risk level	Findings
4. ISM System	4.5. Is the vessel provided with an enclosed space entry procedure, and is there **documented evidence that it was followed**, and is there evidence that the crew assigned to responsibilities requiring entry into enclosed spaces has attended a dedicated enclosed space entry course?	High Risk	529
4. ISM System	4.18. Are the lifeboats, rescue boat and davit-launched life raft, their equipment and launching arrangements **being serviced periodically in good condition**, and are the **crew familiar with the launching procedure and operation**?	High Risk	196
9A. Hatch Cover and Lifting Appliances	9.13. Are the following parts of the **hatch covers**, where applicable, all in good order and **well maintained**? Wheels/bearings or trackway, Hydraulic system including hoses, Chains, Link pin and safety pin, Cargo holds' ventilator on the side and end of hatch panel	High Risk	158
13. Machinery Space	13.13. Is the following machinery/equipment, where applicable, in good order and **well maintained**? Boilers, including waste heat and domestic boilers, Boiler safety system and instrumentation, Boiler water safety system, Main and emergency air compressors, Purifiers and fuel oil handling equipment.	High Risk	146
4. ISM System	4.37. Are pilot ladders used for pilot transfer **in good condition and inspected regularly**, clearly identified with tags or with permanent marking and are maintenance records available?	High Risk	79
10. Mooring Operations	10.4 Do mooring lines and mooring tails **comply with industry guidelines** and are they in good order?	High Risk	66
4. ISM System	4.11. Has a PPE Matrix for use of personal protective equipment **been provided and is it being worn** as required?	High Risk	21

2.0
RISQ 3.2 Updates

Ali Darani

RISQ 3.2 Update Process

Industry Feedback Loop

22

Industry Associations contacted to provide feedback to RISQ 3.2

242

Unique points of feedback received

550

O&Ms engaged across Global workshops in China, Greece, and Japan

Central Inbox

Direct communication year-round through the RISQ mailbox

We didn't just collect feedback; we turned feedback into action.

- ✓ Making questions and guidelines easier to understand.
- ✓ Improving standards of shipboard operations.
- ✓ Improving the quality of RightShip inspections.

Where feedback conflicted with Zero Harm, we clarified our position and upheld the requirements that protect people, the environment, and vessels.

Summary of RISQ revisions

New Sections / Additions

Ammonia Fuelled Vessels Section

Developed in collaboration with ClassNK NYK LINE

STS Units Questionnaire

Developed in collaboration with DYNAMARINE

Specific Heavy Lift Vessels Section

150

Updates in total

30

questions removed or combined
Reduced the estimated time of standard inspection by about **2 hours**

Clarifications

Adjustments to improve clarity for inspectors and ship managers.

Content Updates

Alterations, expansions, and additions to questions and guidelines to address industry concerns and incidents since the last revision.

Industry Engagement

Changes based on feedback and alternative approaches recommended by the industry.

RIGHTSHIP DeepDive

Examples of Key Changes

Updated Inspection Time

Removing about 30 questions will reduce inspection time* by an estimated 2 hours.

12 hours
For standard inspections

8-10 hours
For full hybrid inspections

6-7 hours
For dual inspections

New in RISQ 3.2:

A dedicated section now outlines RightShip-approved training approaches:

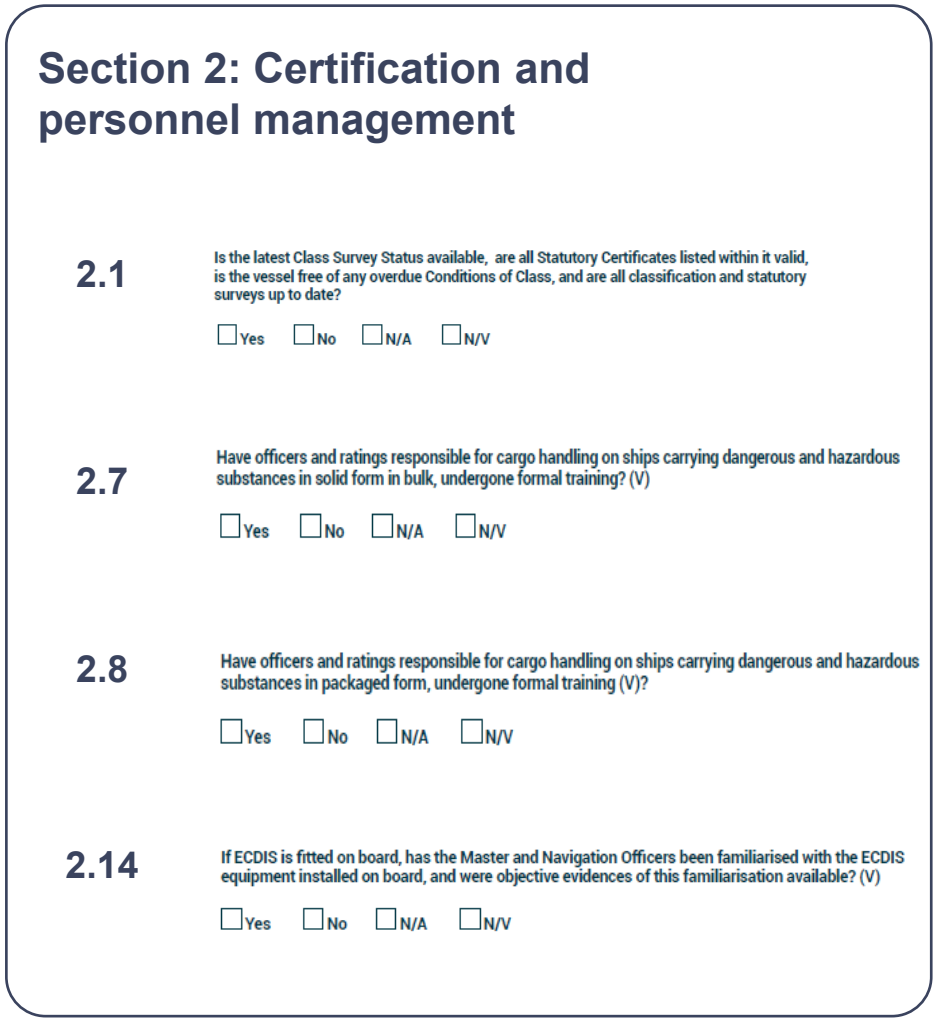
- **Computer-Based Training (CBT)**
- **Classroom learning**
- **Online learning models**

If an IMO model course exists, it must be used when developing and delivering any related training.

If **no IMO model course exists**, a **subject matter expert (SME) must be consulted** to develop the course.

*Note: Inspection time refers to net time, excluding breaks, PSC inspections, class surveys, or other interruptions. Actual time onboard depends on vessel preparedness. For hybrid inspections, efficiency improves when managers upload documents correctly and on time.

RISQ 3.2 Section 2 Updates



Section 2: Certification and personnel management

2.1 Is the latest Class Survey Status available, are all Statutory Certificates listed within it valid, is the vessel free of any overdue Conditions of Class, and are all classification and statutory surveys up to date?

☐ Yes ☐ No ☐ N/A ☐ N/V

2.7 Have officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in solid form in bulk, undergone formal training? (V)

☐ Yes ☐ No ☐ N/A ☐ N/V

2.8 Have officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in packaged form, undergone formal training (V)?

☐ Yes ☐ No ☐ N/A ☐ N/V

2.14 If ECDIS is fitted on board, has the Master and Navigation Officers been familiarised with the ECDIS equipment installed on board, and were objective evidences of this familiarisation available? (V)

☐ Yes ☐ No ☐ N/A ☐ N/V

Updated Approach for Class Conditions (Q2.1)

- ✓ Record findings for overdue Class Conditions or short-term certificates linked to defects.
- ✓ Note all Class Conditions and dispensations in comments.

Clarified Definitions for Ship Handling Training

- ✓ “Large” vessel = LOA > 270m or DWT > 140,000t.
- ✓ Masters <36 months in rank need STCW-aligned ship handling training.
- ✓ Training may be onboard or at approved shore facilities.

Clarification on Cargo-Specific Training (Q2.7 & Q2.8)

- ✓ Mark N/A if vessel isn’t carrying the relevant cargo type.
- ✓ Reference required IMO courses: 1.45 (solid bulk cargo) & 1.10 (dangerous goods).

Enhanced ECDIS Familiarisation Requirements (Q2.14)

- ✓ Clear procedure must define: timeframe, method, location, authorized trainers, evaluation, and recordkeeping.

RISQ 3.2: Section 3 Updates

Section 3: Navigation

3.1 Is practical guidance on navigational safety incorporated in the vessel manager's navigation instruction / procedures and are officer's familiar with the company's navigation procedures? (V)

☐Yes ☐No ☐N/A ☐N/V

3.3 Is the manoeuvring information for the vessel displayed on the bridge and are bridge logbooks, bell book, radar performance book, and Change of Watch at Sea check list being correctly maintained? (V)

☐Yes ☐No ☐N/A ☐N/V

3.10 Is navigation equipment in good order? (V)

☐Yes ☐No ☐N/A ☐N/V

ECDIS Failure Preparedness (Q3.1)

- ✓ Bridge team must be familiar with actions for single/multiple ECDIS failures.
- ✓ Familiarisation via checklists or regular drills.
- ✓ Finding recorded if contingency plans are not understood.

Updated Manoeuvring Information (Q3.3)

- ✓ Aligns with 2021 IMO Shaft/Engine Power Limitation amendments.
- ✓ Pilot Card, Wheelhouse Poster & Manoeuvring Booklet must reflect characteristics:
  - When full shaft and engine power is available
  - When shaft and engine power is limited

Replacement of Radar Magnetron as per Maker Recommendation (Q3.10)

- ✓ No finding if overdue replacement is mitigated by:
  - Regular performance monitor tests each watch
  - Spare magnetron carried onboard
- ✓ Inspector to note:
  - Last replacement date
  - Mitigation measures in place

RISQ 3.2: Section 4 Update

Section 4: ISM System

4.2 Has a safety officer been appointed and adequately trained, onboard safety meetings held regularly and acknowledged by the vessel's manager, with feedback provided where necessary, and are safety inspections of the main deck, machinery space, accommodation and forecastle store conducted at regular intervals in accordance with the company's procedures, and are health, safety, and environmental hazards effectively identified? (V)

☐Yes ☐No ☐N/A ☐N/V

4.3 Are the latest shipboard internal and external audits, as well as the superintendent inspection reports, available? Are corrective actions being taken in response to recorded non-conformances?

☐Yes ☐No ☐N/A ☐N/V

4.4 Does the Master periodically review the effectiveness of the onboard Safety Management System, report the findings to shore based management and receive feedback from them? (M)

☐Yes ☐No ☐N/A ☐N/V

4.5 Is the vessel provided with an enclosed space entry procedure, and is there documented evidence that it was followed, and is there evidence that the crew assigned to responsibilities requiring entry into enclosed spaces has attended a dedicated enclosed space entry course?

☐Yes ☐No ☐N/A ☐N/V

Q4.2 – Safety Officer Inspections

- ✓ Regular ship-wide safety inspections required across all accessible areas.
- ✓ Inspections conducted by Safety Officer using designated checklists.

Q4.3 – Superintendent Inspections

- ✓ Marine & Technical Superintendent inspections every 6 months (±1 month).
- ✓ Must follow a systematic process and produce a standardised report.
- ✓ Internal audits only count if a separate inspection report is produced.
- ✓ Must be conducted by personnel knowledgeable in the SMS (not third parties).

Q4.4 – Master Review Process

- ✓ Reviews must provide evidence-based, meaningful feedback.
- ✓ Include both positive and negative observations—avoid tick-box approach.

Q4.5 – Enclosed Space Register & Entry Requirements

- ✓ Aligned with IMO MSC.581(110) (June 2025).
- ✓ Pre-operational risk assessment required before cargo space entry by shore personnel.
- ✓ Joint assessment with terminal/shore reps if hazards identified.
- ✓ Entry requires calibrated gas detection equipment covering O_2, CO_2, flammables, toxic gases, etc.

RISQ 3.2: Section 4 Update Cont

Section 4: ISM System

4.7 Are procedures in place for the control of hot work, are they incorporated in the safety management system and is there documented evidence of compliance? (M)

☐ Yes ☐ No ☐ N/A ☐ N/V

4.8 Has a specific permit to work, Lock-Out/Tag-Out (LOTO) system, and Stop Work Authority policy and procedure been introduced and are they being used effectively? (V)

☐ Yes ☐ No ☐ N/A ☐ N/V

4.10 Are procedures for reporting, investigating, and closing out non-conformities, incidents, and hazardous situations available and being followed and, is an incident investigation report or a summarised lessons learned bulletin available for each reported incident? (V)

☐ Yes ☐ No ☐ N/A ☐ N/V

4.17 Is the welding and gas-burning equipment,as well as the electric arc welding equipment, properly stored and maintained in good working order? (V & M)

☐ Yes ☐ No ☐ N/A ☐ N/V

4.18 Are the lifeboats, rescue boat and davit-launched life raft their equipment and launching arrangements serviced periodically in good condition, and are the crew familiar with the launching procedure and operation? (V & M)

☐ Yes ☐ No ☐ N/A ☐ N/V

Q4.7 – Hot Work Outside Designated Spaces

- ✓ Requires a written and approved plan from vessel management.
- ✓ Strict adherence to permit-to-work procedures.

Q4.8 – Stop Work Authority & LOTO Integration

- ✓ Mandatory Stop Work Authority policy.
- ✓ Permit-to-Work system must be integrated with LOTO to avoid safety gaps.

Q4.10 – Incident Reporting & Lessons Learned

- ✓ Each incident must include a Lessons Learned summary/bulletin.
- ✓ Inspectors verify:
  - Number of near-misses in the last 12 months.
  - That each completed case has an investigation report or LL bulletin.

Q4.17 – Gas Welding & Burning Equipment

- ✓ If manufacturer instructions unavailable, use certified service provider for annual checks.
- ✓ Chief Engineer may be considered competent if they have proper guidelines.

Q4.18 – Life Raft & Rescue Boat Davits

- ✓ Crew must be familiar with davit operation under normal & emergency power.
- ✓ Inspectors must verify proper functioning on both power modes.

RISQ 3.2: Section 4 Update Cont

Section 4: ISM System

4.35 Is a safe means of access to the vessel being provided? (V)

☐Yes ☐No ☐N/A ☐N/V

4.37 Are pilot ladders used for pilot transfer in good condition, and inspected regularly, clearly identified with tags or with permanent marking and are maintenance records available and, are crew members capable of demonstrating proper rigging of the pilot-ladder arrangement?(V)

☐Yes ☐No ☐N/A ☐N/V

4.44 Does the vessel manager have documented procedures in place to control stevedore activities onboard by identifying potential hazards and implementing appropriate mitigation measures?(V)

☐Yes ☐No ☐N/A ☐N/V

4.13 Is a completed IMSBC/BLU Code ship/shore safety checklist for loading and unloading dry bulk carriers available and are the requirements of the checklist complied with? (M)

☐Yes ☐No ☐N/A ☐N/V

Q4.35 – Safe Means of Access (Floating Accommodation Ladders)

- ✓ Permitted only under strict mitigation measures, including: Risk assessment, Clear Signage, Secure rigging, Compliance with regulations.
- ✓ No finding if all measures are implemented.

Q4.37 – Pilot Ladders & Counterfeit Certificates

- ✓ Maintain accurate records in the Record of Approved Safety Equipment
- ✓ Verify certificate authenticity directly with manufacturer/class.
- ✓ Keep objective evidence onboard (e.g., email confirmation, digital certificate).

Q4.44 – NEW: Stevedore Safety Onboard

- ✓ Variable global stevedore standards.
- ✓ Vessel managers must:
  - Provide pre-operation safety briefings
  - Enforce access control to enclosed spaces
  - Uphold stop-work authority
  - Share vessel-specific risk assessments before work
- ✓ Stevedores must be supervised, PPE-equipped, and aware of hazards per MSC.1/Circ.581(110).

Q4.13 – Ship-Shore Safety Checklist (Stevedores Onboard)

- ✓ Checklist must be shared with stevedore representative.
- ✓ Access hatches to enclosed spaces must remain locked; access control enforced.
- ✓ Checklist must confirm stevedore familiarisation with emergency procedures and cargo hold entry compliance once per watch.

RISQ 3.2: Section 5 Update

Section 5: Pollution Prevention & Control

5.10 Are the master and officers familiar with the approved Ballast Water Management Plan, was the ballast water treatment system maintained as per the manufacturer's recommendations, and is the record-keeping of ballast water operations in the ballast water record book completed correctly? (V)

☐Yes ☐No ☐N/A ☐N/V

5.15 Are the engineering officers familiar with the company procedures for operating the oil filtering equipment, and was the equipment in satisfactory condition and used in compliance with company procedures, the manufacturer's instructions, and MARPOL Annex I? (V)

☐Yes ☐No ☐N/A ☐N/V

5.23 If the vessel has an Exhaust Gas Cleaning System (scrubber system), is it in good working order, are the engineers familiar with its safe operation, and have procedures been incorporated into the Safety Management System?

☐Yes ☐No ☐N/A ☐N/V

Q5.10 – Ballast Water Treatment System (BWTS)

- ✓ TRO sensor must be calibrated and maintained per manufacturer guidance.
- ✓ Officer in charge must understand key alarms, including high/low TRO alarms.

Q5.15 – Oily Water Separator (OWS) & 15-ppm System

- ✓ Inspectors must assess officers' operational familiarity with OWS.
- ✓ Includes operational testing such as simulated discharge.
- ✓ If sampling valves are not Class-sealed, additional tests required (e.g., interrupting flow).
- ✓ Any non-compliance with MEPC.107(49) must be recorded as a finding.

Q5.23 – EGCS (Scrubber) Malfunctions & SO_2 Monitoring

- ✓ EGCS malfunctions lasting >1 hour must be reported to flag and port state.
- ✓ SO_2 monitoring equipment must be maintained and calibrated to avoid undetected faults.
- ✓ Zero or negative SO_2 readings should be investigated, especially when emissions are expected to be low.

RISQ 3.2: Section 7A, D Update

Section 7A: Fuel Management (Oil Fuel)

7.5 Are there procedures for the analysis of fuel, lubricating and hydraulic oils, and are oil sampling requirements aligned with equipment manufacturer's recommendations? (V & M)

☐Yes ☐No ☐N/A ☐N/V

Q7.5 – Fuel & Hydraulic Oil Analysis

- ✓ Inspectors must review the latest analysis reports.
- ✓ A finding is recorded only if:
  - Report is marked "Critical", and
  - No evidence of corrective actions taken.
- ✓ If marked "Critical," inspector should note actions completed in comments.

Section 7D: Fuel Management (Alternative Fuel Ammonia)

Section 7D – Alternative Fuels (Ammonia)

- ✓ Fully revised to reflect latest industry guidance and safety measures.
- ✓ Updates developed with subject matter experts to ensure alignment with emerging best practices.

RISQ 3.2: Section 8 A,B,E Update

Section 8A: Cargo Operation – Solid Bulk Cargo other than Grain

8.18 If coal is carried, is the ship equipped with adequate instruments for monitoring the temperature of the cargo, the atmosphere of the hold headspace, and the pH value of the cargo bilge, are the instruments maintained and in good working order?Are the atmosphere in the cargo hold, the temperature of the cargo, and the pH value of the cargo bilge sample measured, recorded, and monitored, with actions taken in case of self-heating or excessive gas concentration? (V)

☐Yes ☐No ☐N/A ☐N/V

Q8.18 – Coal Cargo Monitoring

- ✓ Inspectors must verify active monitoring of: Cargo temperature, Hold atmosphere, Bilge pH
- ✓ Parameters must be measured, recorded, and monitored, with actions taken for: Self-heating, High gas concentrations

Section 8B: Cargo Operation – Bulk Grain

Q8.25 – Fumigant Gas-Free Certificate and Absence of Fumigator-in-Charge

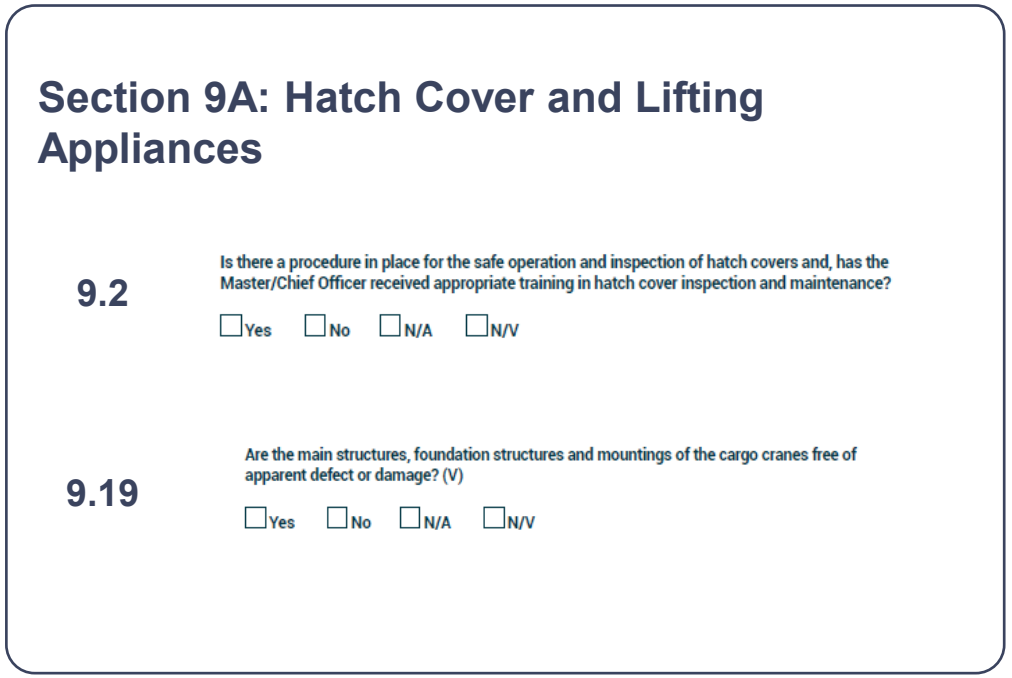
- ✓ SMS must provide clear operational guidance for situations without fumigation representatives.
- ✓ Requirements include: Risk assessment, Use of appropriate PPE, Securing hazardous areas, Frequent atmospheric testing, Crew empowered to stop unsafe operations

Section 8E: Cargo Operation – Self Unloading Transshipment

8E – New! Heavy-Lift Vessels

- ✓ Applies to heavy-lift & project cargo vessels:
  - Project cargo ships, open-deck cargo ships, dock ships, semi-submersibles
- ✓ Does not apply to general cargo ships carrying heavy-lift cargo.

RISQ 3.2: Section 9A Update



Section 9A: Hatch Cover and Lifting Appliances

9.2 Is there a procedure in place for the safe operation and inspection of hatch covers and, has the Master/Chief Officer received appropriate training in hatch cover inspection and maintenance?

☐Yes ☐No ☐N/A ☐N/V

9.19 Are the main structures, foundation structures and mountings of the cargo cranes free of apparent defect or damage? (V)

☐Yes ☐No ☐N/A ☐N/V

Q9.2 – Hatch Cover Maintenance & Component Clearances

- ✓ Hatch cover component clearances must be measured every 6 months.
- ✓ Clearances must stay within manufacturer tolerances; corrective action required if outside limits.
- ✓ Vessels must carry an up-to-date list of minimum recommended spare parts to support safe operation and maintenance.

Q9.19 – Crane Rocking Tests

- ✓ Rocking tests must be carried out at least every 6 months.
- ✓ Findings recorded if tests are overdue.
- ✓ Results must be logged in the Lifting Appliances Register and checked against manufacturer specifications.

RISQ 3.2: Section 10 & 12 Update

Section 10: Mooring Operations

10.1 Has the company established guidelines and procedures for the inspection, maintenance and wear zone management of the mooring lines and are they being implemented? (V & M)

☐Yes ☐No ☐N/A ☐N/V

10.3 Are the certificates of mooring lines and mooring tails available on board? (V & M)

☐Yes ☐No ☐N/A ☐N/V

Q10.1 – Spare Mooring Lines

✓ Ships must carry at least two spare mooring lines (per 33 CFR 401.12).

Q10.3 – Mooring Line & Tail Strength Requirements

✓ Record a Finding if:
- Any mooring line (in use or spare) has LDBF < 100% of ship's design MBL.
- Any mooring tail (in use or spare) has TDBF < 125% of ship's design MBL.

✓ Record a Comment if:
- Any mooring line has LDBF > 105% of design MBL
- Any mooring tail has TDBF > 130% of design MBL

Section 12: Security

12.7 Are cyber security policies and procedures integrated into the safety management system, and has the cyber security management system been evaluated and certified? (V)

☐Yes ☐No ☐N/A ☐N/V

Q12.7 – Definition of Cyber Security Expert Firm

✓ Must be a professional entity with proven expertise in certifying management systems under:
- ISM Code, and/or
- Cybersecurity frameworks aligned with ISO/IEC 27001.

RISQ 3.2: Section 13 Update

Section 13: Machinery Space

13.1 Are adequate engineering procedures, instructions and guidelines included in the SMS? (V)

☐Yes ☐No ☐N/A ☐N/V

13.7 If an engine room dead man alarm (personnel alarm) is provided, is it correctly set and in good order? (V)

☐Yes ☐No ☐N/A ☐N/V

13.22 Were the electrical switchboards surrounded by suitable deck insulation, and was the insulation in good order? (V)

☐Yes ☐No ☐N/A ☐N/V

13.33 Is the following machinery/equipment, where applicable, in good order and well maintained? (V)

- Shaft generator and emergency generator
- Boilers, including waste heat and domestic boilers (Boilers should be operated in automatic mode where the automated boilers are installed)
- Boiler safety system and instrumentation
- Boiler water safety system
- Main and emergency air compressors
- Purifiers and fuel oil handling equipment
- Stern tube sealing arrangements
- Incinerator
- Sewage system
- Air condition and heating system
- Refrigeration plant
- Accommodation service systems (i.e., Calorifiers, Portable water equipment, heating etc)
- Any other items of machinery, including stand-by machinery.
- Burners, tubes, uptakes, exhaust manifolds and spark arrestors.
- Engine control console including the control and monitoring system
- Steering gear system
- Battery maintenance and renewal.

☐Yes ☐No ☐N/A ☐N/V

Q13.1 –OPL Override Training

✓ OPL override training must be conducted every 3 months, or immediately after sailing if key crew have changed.

Q13.7 – Emergency Generator Testing

✓ Emergency generator must be tested under load at least once per quarter.

Q13.22 – Insulating Matting Requirements

✓ Insulating matting required only at the front and rear of:
- Main switchboard
- Emergency switchboard

✓ Not required for individual machinery starter boxes.

Q13.33 – Battery Inspection & Maintenance

✓ Batteries must be stored in well-ventilated, explosion-proof spaces.

✓ Documented service logs must include:
- Battery type & location
- Service dates
- Inspections
- Corrective actions

RISQ 3.2: Section 14, 15, 16, 17 Update

Section 14: General Appearance – Hull & Superstructure

14.10 Are portable and fixed cargo lights used for illumination of cargo holds inspected regularly and maintained in good condition? (V)

☐Yes ☐No ☐N/A ☐N/V

Section 15: Health & Welfare of Seafarers

15.9 Has the vessel's manager developed a policy and procedure addressing violence and harassment, including sexual harassment, bullying, and sexual assault, are the requirements of this policy being disseminated to the crew in their native language, and, are the crew familiar with the complaint procedure and how to report a complaint? (V)

☐Yes ☐No ☐N/A ☐N/V

Section 16: Ice or Polar Water Operations

16.3 Has the vessel's manager developed a policy and procedure addressing violence and harassment, including sexual harassment, bullying, and sexual assault, are the requirements of this policy being disseminated to the crew in their native language, and, are the crew familiar with the complaint procedure and how to report a complaint? (V)

☐Yes ☐No ☐N/A ☐N/V

Section 17: Ship to Ship Operation

17.11 Has the STS Unit Questionnaire been completed by either the STS Organiser or the STS Unit Manager, and is there available objective evidence from the managers, demonstrating that any identified gaps in the questionnaire have been assessed and addressed through appropriate risk mitigation measures to ensure the safety of the Ocean-Going Vessel during operations with the unit(s)? (V)

☐Yes ☐No ☐N/A ☐N/V

Q14.10 – Portable Cargo Lights

- ✓ Installation of an isolation transformer is now recognised as an acceptable safety measure for portable cargo lights.

Q15.9 – Violence, Harassment & Bullying (Expanded)

- ✓ Policy must be communicated in the crew's native language.
- ✓ Crew must be familiar with the complaint process.
- ✓ Guideline includes: Zero-tolerance stance, Clear definitions of unacceptable behaviour, Mandatory training, Confidential reporting channels, Support systems for affected crew

Q16.3 – Personnel Qualification

- ✓ Mark N/A if the vessel is not operating in polar waters at the time of inspection.

Q17.11 – NEW: STS Unit Assessment

- ✓ Adds a unit-specific questionnaire to evaluate STS unit condition and operational standards.
- ✓ Supports risk assessment, mitigation planning, and enhanced safety during STS operations.

RIGHTSHIP DeepDive

3.0
Other Key Updates

Christopher Saunders

Update on Age Trigger Changes

Phase 1 Review

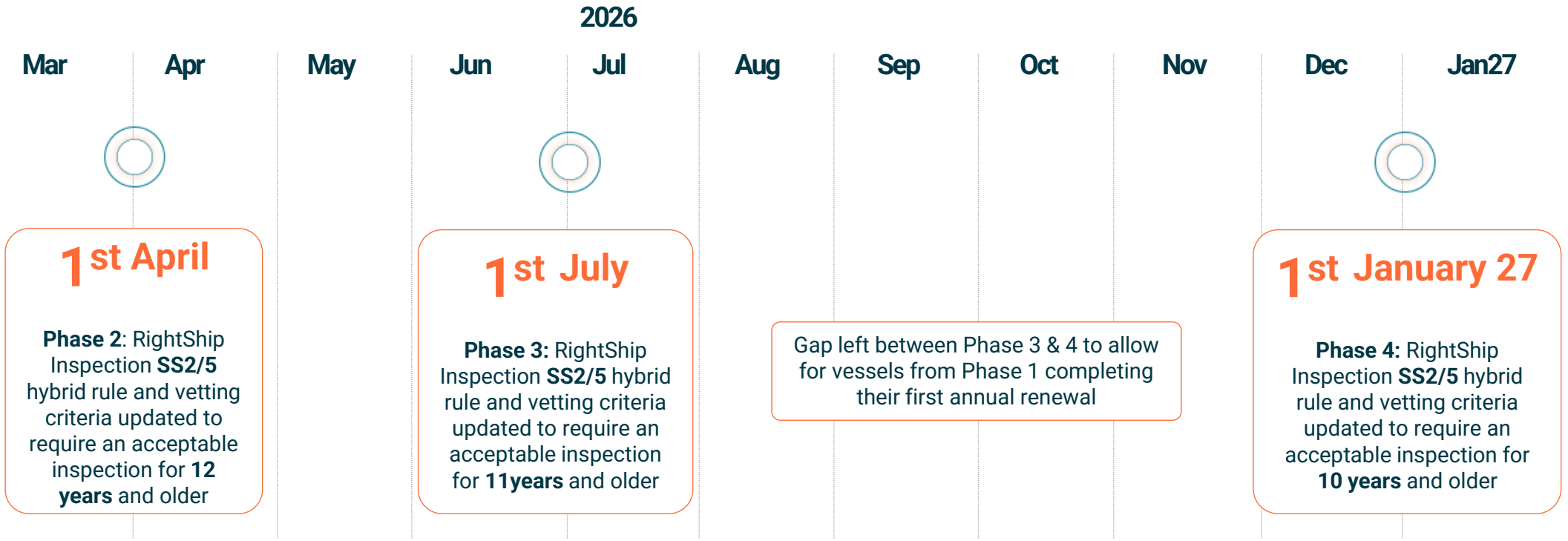
Strong industry engagement
throughout Phase 1 of the age-trigger rollout

Majority of managers completed 13-year inspections early
demonstrating readiness for transition

RightShip faced no delays
in servicing the increased inspection demand due to increase in the pool of accredited inspectors globally and by the effective implementation window placed

Well-planned implementation window with staggered April–October bookings
ensured smooth demand management and seamless operational scaling

Phase 2, 3 & 4 Timeline Adjustments



Optimising preparation and reducing time on board

Standard Inspection

This includes all relevant questions during the physical inspection.

Average length
10-12h

Hybrid Inspection (recommended)

This allows for specific documentation for a defined set of questions to be provided by managers at least 72 hours in advance of the physical inspection. This reduces time spent on board addressing clarifications where required for those questions.

Average length
8-10h

Dual Inspection

This involves two inspectors each covering their parts to complete all relevant questions during the physical inspection.

Average length
6-7h

Hybrid Inspection Workflow & Document Management

86
Documents

63
Documents

Will be reused in future inspections

23
Documents

Must be submitted for every new booking

RIGHTSHIP DeepDive

Partnering With Industry for Continuous Improvement

Thanks to the industry for its support and feedback, which directly shaped RISQ 3.2 and inspection improvements.

550

Owners and Managers engaged

242

Unique feedback points

30

Questions removed form or combined

Looking forward

In 2026, RightShip will continue to enhance engagement and feedback loops, making them simpler and more efficient for all.

Resources

- **Download RISQ 3.2:** https://store.rightship.com/Product/rightship-inspection-ship-questionnaire-v32
- **Booking a RightShip Inspection:** https://store.rightship.com/Catalog/products/rightship-inspection-booking
- **Planning for Inspections**: https://rightship.com/solutions/shipowner/inspections-plan-inspection
- **RightShip Inspection Validity Matrix:** https://help.rightship.com/en/articles/rightship-inspection-validity-matrix
- **Inspection Validity Criteria:** https://help.rightship.com/en/articles/inspection-validity-criteria
- **Inspections Age Trigger changes:** https://rightship.com/insights/revised-rightship-inspection-age-trigger-what-means-owners-managers-charterers
- **Safety Score methodology:** https://help.rightship.com/en/articles/4238248-safety-score-methodology , and https://help.rightship.com/en/articles/4676100-safety-score-1-and-2

RIGHTSHIP
DeepDive

Q&A