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 60 minutes, including time for Q&A.

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

Speakers

**Ali Darani**
Inspections Manager - RISQ
RightShip

Darren Ryan
Chief Operations Officer
RightShip

Why RightShip Inspects Vessels?

Core to shift industry towards zero harm, supporting Managers to reduce risk of incidents, detentions and delays:

- **Assess vessel operational condition/safety performance** based on SMS implementation adequacy.

- Cover regulations, industry requirements and best practice which **exceed flag/class requirements**.

- **Provides critical information** to support Manager improvement actions to reduce risk for the crew/vessel/fleet.

- **Strengthen transparency and accuracy** of vetting recommendations.

Detention ratio vs Age chart with legend: RISQ >9 Month Validity, Not Inspected, Tankers
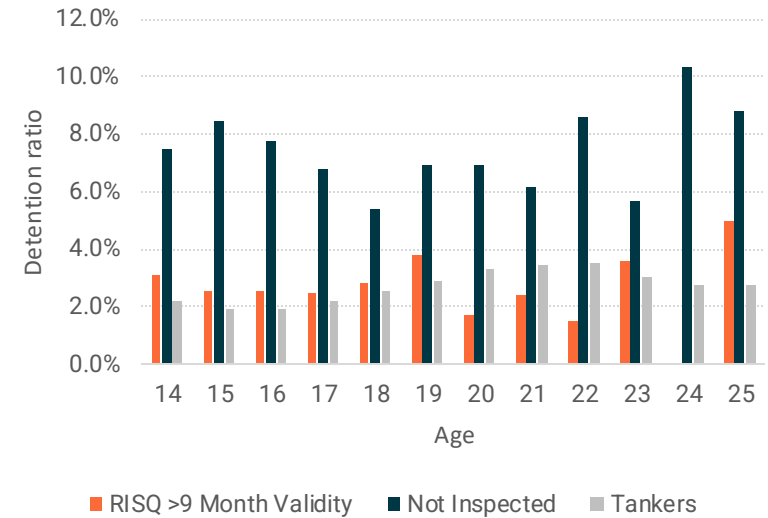
⚠	**Reduce the risk of incidents, detentions and delays**
🛡	**Signal Safety and Reliability to Charterers**
📊	**Boost Market Appeal and Resilience**

RISQ – Self Assessment Against SMS

What is RISQ?
- **Risk-based inspection** assessing shipboard operations.
- **Goes beyond regulations-includes** industry best practices.
- **Comparable to CDI/SIRE**, not PSC/Class/Flag inspections.

How to Address These Findings?
- Update SMS & procedures to align with RISQ.
- Train crew (e.g.on enclosed space entry & mooring standards.)
- Ensure proper spare parts & maintenance are available. Adopt best practices from leading industry guidelines.

Why Conduct a RISQ Self-Assessment?
- **Identify gaps** between RISQ & SMS.
- **Enhance preparedness** for inspections.
- **Reduce findings** and improve safety standards.

The Impact of Effective Implementation
- Well-prepared ships receive fewer findings (below 23 average)
- RightShip ensures findings are objective & evidence-based.

Common Findings in RISQ Inspections
- Procedural gaps (e.g., incomplete SMS alignment).
- Equipment deficiencies (e.g., mooring lines, winches not meeting MEG 4.0).
- Training issues (e.g., improper enclosed space entry procedures).
- Documentation errors (e.g., missing records, outdated manuals).

What RightShip Inspections look for – The triple P focus (Process, People and Plant)

Process

Why Procedures Matter
- Ensures compliance with **ISM Code** (safety & operational consistency)
- Standardizes **crew training, emergency response, maintenance, and cargo handling**
- Enhances **safety, efficiency, and regulatory compliance**

Findings Data (July 2023 – July 2024)
- **63,000** total findings
- **About 52% (33,000 findings)** due to **lack of procedures**
- Could have been avoided if SMS aligned with **Guide to Inspection**

Industry Concern:
- Gaps in **procedure implementation** raise questions about compliance across the **dry bulk sector**

Solution:
- Ship managers must **review & integrate RISQ procedural requirements** into their SMS

What RightShip Inspections look for – The triple P focus

People

Why People Matter
- Success depends on **skilled, trained personnel** who execute daily tasks
- **Proper selection, training, and familiarisation** are critical for effective implementation

Findings Data (July 2023 – July 2024)
- **63,000 total findings**
- **21,000 (about 30%)** related to **people**: issues like training gaps, lack of familiarisation, and improper procedure implementation

Industry Concern:
- Personnel often unaware of procedures or untrained for risky tasks (e.g., **14-minute enclosed space training**)
- **Impact:** Increased safety risks and non-compliance

Solution:
- Ship managers should **integrate RISQ training & familiarisation** requirements to improve operational standards and safety
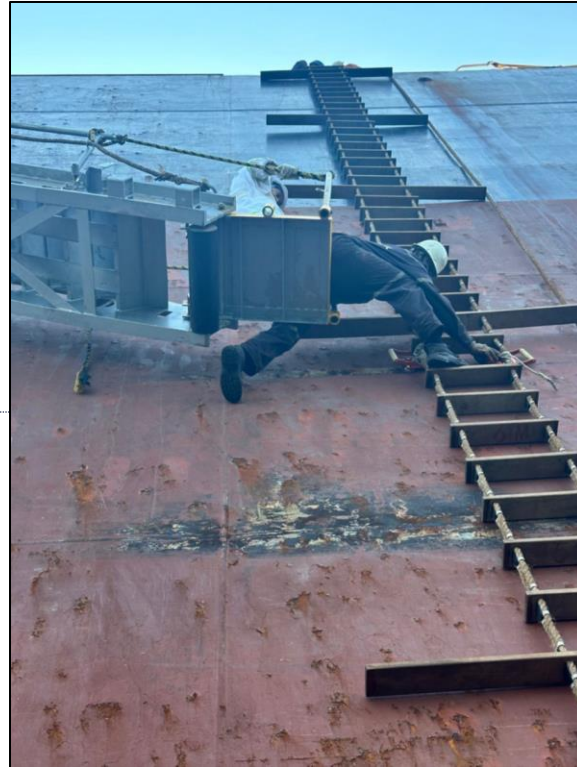
What RightShip Inspection look for – The triple P focus

Plant

Why Plant Maintenance Matters
- Proper maintenance ensures **vessel safety, efficiency, and personnel protection**
- Prevents unexpected breakdowns, **minimises off-hire**, and ensures reliable operation

Findings Data (July 2023 – July 2024)
- **63,000 total findings**
- **26,000 (about 40%)** related to **maintenance of equipment, machinery, and instruments**

Industry Concern:
- Common failures to follow **maker's recommendations** (e.g., gyro compass, hatch cover, mooring fittings)
- Inadequate maintenance leads to **safety risks, equipment failure, and operational downtime**

Solution:
- Ship managers must **implement RISQ maintenance guidelines** into their **Planned Maintenance System (PMS)**
- **Follow manufacturer recommendations** for routine maintenance to **eliminate preventable findings**
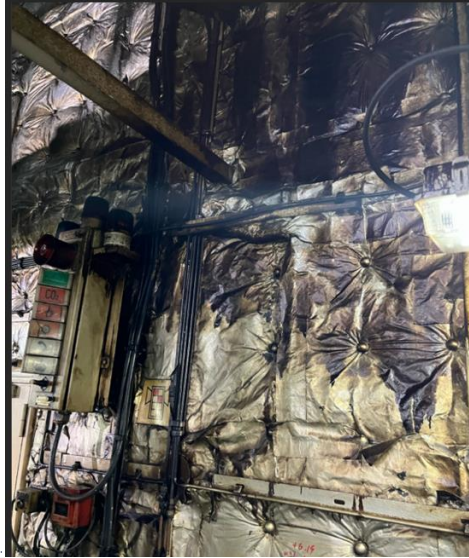
Prepare a Ship for RightShip Inspection

RIGHTSHIP
DeepDive

Superintendent Ship Visit

Superintendents should conduct visits and inspections based on **RISQ criteria**

Implement RISQ into the **inspection checklist**

Familiarise Ship Personnel

Arrange in-house training on **RISQ Guide to Inspection**

Ensure personnel can implement and provide objective evidence

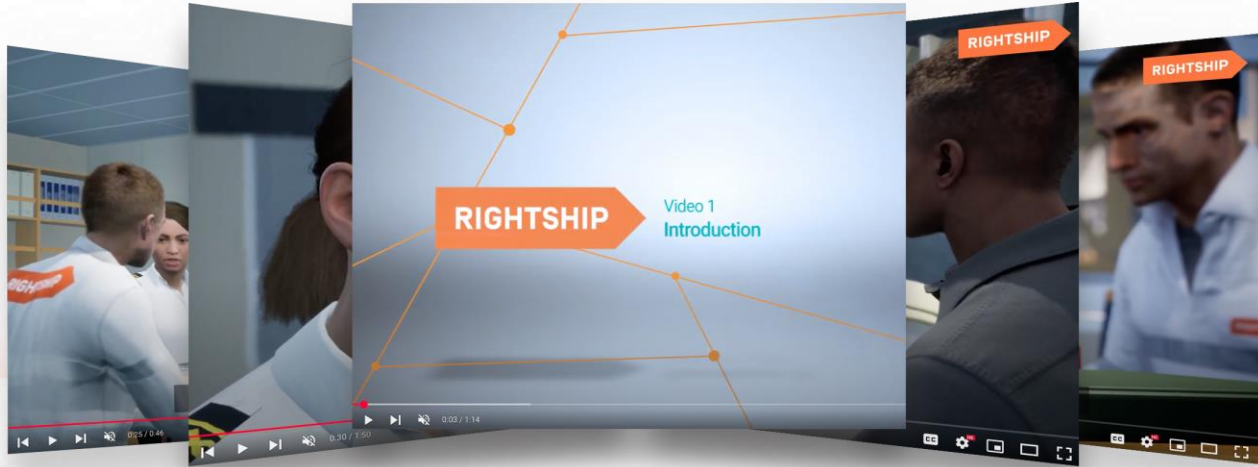**(1)** **(2)** **(3)** **(4)**

Internal Audit

Include **RISQ requirements** in the ship's **audit checklist**

Ensure compliance during internal audits

Final Preparation (1 Month Ahead)

Planning is essential

- **Application timeframe**
  Recommended **14 days**, with minimum timeframe of **7 days**.

- **60- and 30- day reminders**

- **Code of conduct**

- **Hybrid Inspection (Recommended)** Involves requested documents to be provided by managers at least 72 hours in advance. Typical duration on board is approx. 9 hours.

- **Standard** Covers all relevant scope during the physical inspection. Typical duration on board is up to 14 hours

- **Dual Inspection** Involves two inspectors. Typical duration on board is approximately 7 hours
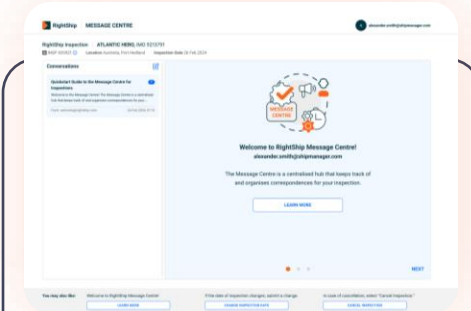
The Message Centre

The Message Centre is a new communications hub from RightShip, designed to centralise and streamline all communications and tasks related to your inspection, eliminating the need for long email threads.
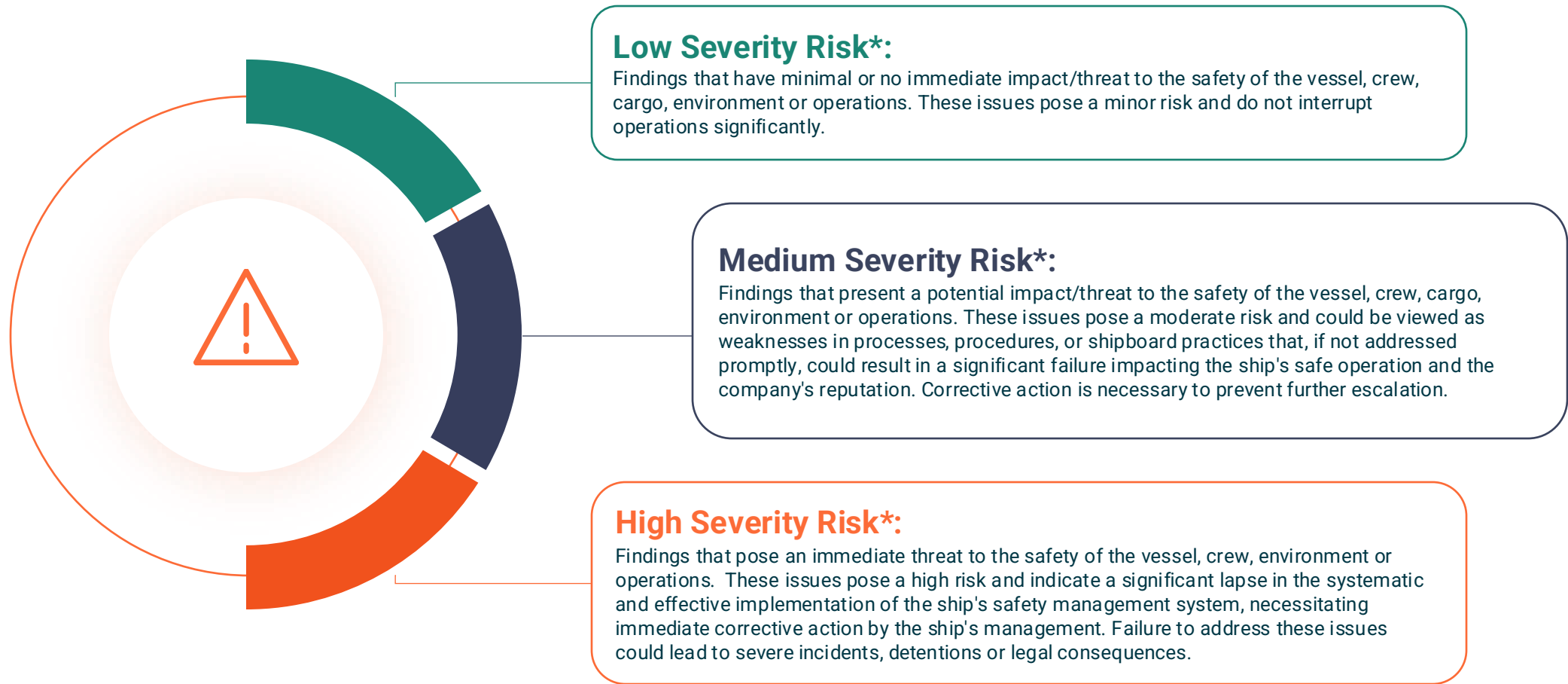
Validity and outcomes of RightShip Inspection

The validity matrix is based on four criteria:

- The total number of findings

- The quality of close-out documents

- The severity of findings (high-risk vs medium to low-risk findings)

- Showstopper findings

Severity level findings

Low Severity Risk*:

Findings that have minimal or no immediate impact/threat to the safety of the vessel, crew, cargo, environment or operations. These issues pose a minor risk and do not interrupt operations significantly.

Medium Severity Risk*:

Findings that present a potential impact/threat to the safety of the vessel, crew, cargo, environment or operations. These issues pose a moderate risk and could be viewed as weaknesses in processes, procedures, or shipboard practices that, if not addressed promptly, could result in a significant failure impacting the ship's safe operation and the company's reputation. Corrective action is necessary to prevent further escalation.

High Severity Risk*:

Findings that pose an immediate threat to the safety of the vessel, crew, environment or operations. These issues pose a high risk and indicate a significant lapse in the systematic and effective implementation of the ship's safety management system, necessitating immediate corrective action by the ship's management. Failure to address these issues could lead to severe incidents, detentions or legal consequences.

What does the data tell us

- **RISQ Inspections completed in 2024 covering over 735 DOC's.**

- **93% marked as acceptable, 60% with 9- or 12-months validity.**

- **66% of inspections occur post discharge, to minimise issues for crew with other operations.**

- **Age not the only factor – last 6 months, for vessels aged below 10 yrs – 95%, 10+ - 14 - 89%, 14+ 91%.**
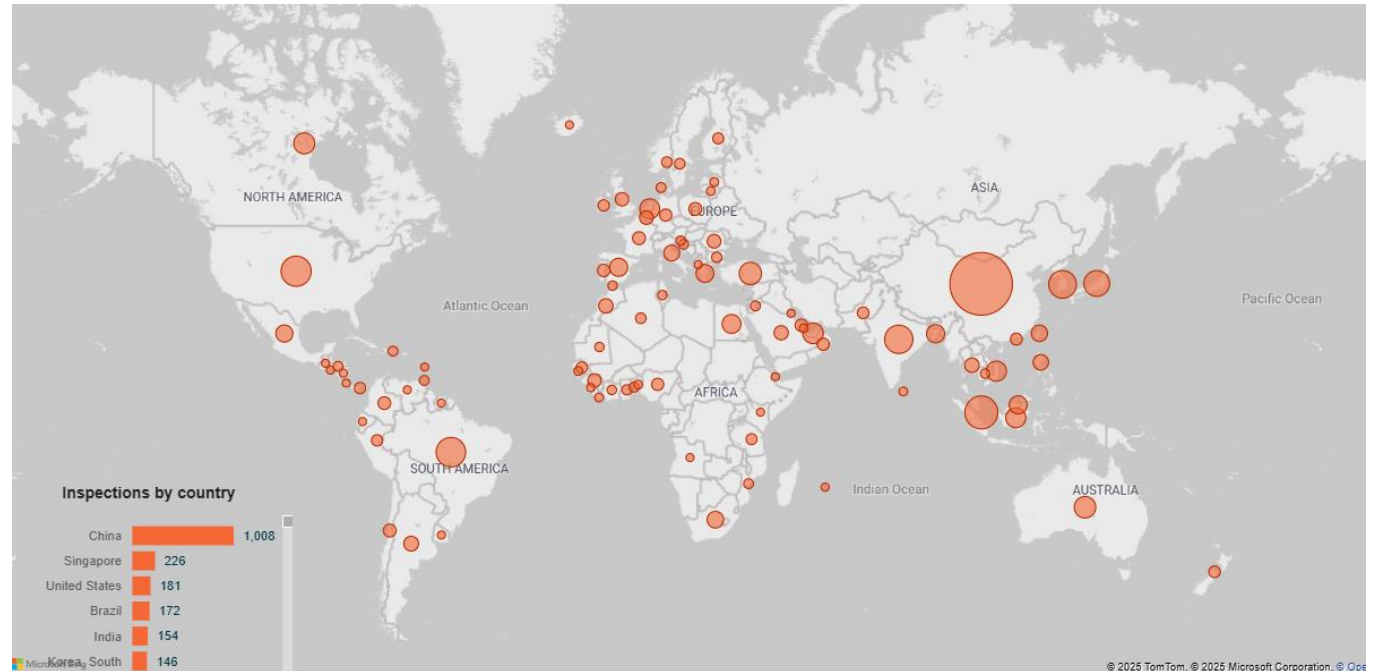
3,308	763	93	2,615
No. of Inspections	No. of ports	No. of countries	No. of vessels

Inspections by country

China	1,008
Singapore	226
United States	181
Brazil	172
India	154
Korea, South	146

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High risk findings

High risk findings per RISQ section

Section	%
3 Navigation	9.4%
4 ISM System	10.2%
5 Pollution Prevention and ...	6.8%
6 Ship's Structure	5.5%
7A Fuel Management (Oil F...	7.9%
7B Fuel Management (LNG...	0.8%
8A Cargo Operation - Solid ...	2.1%
8B Cargo Operation - Bulk ...	3.4%
8C Cargo Operation - Gene...	2.7%
8E Cargo Operation - Self-...	5.1%
9A Hatch Cover and Lifting ...	9.9%
9B Gantry Cranes	4.1%
10 Mooring Operations	8.6%
11 Radio and Communication	1.8%
12 Security	4.8%
13 Machinery Space	8.2%
14 General Appearance - H...	11.6%
15 Health and Welfare of S...	4.5%

High risk findings - RISQ questions

Section	Question	Risk level	Risk Classification	No. of findings
4. ISM Systems	**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 launching procedure and operation? (V&M)	High Risk	Regulatory	558
10. Mooring Operations	**10.5** - Is there a procedure for testing the winch brake rendering setting and is it being tested regularly? (V&M)	High Risk	Industry Standard	506
9A. Hatch Cover and lifting Appliances	**9.13** - Are the following parts of the hatch covers, where applicable, all in good order and do they appear to be well maintained? (V) 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	Regulatory	472
4. ISM System	**4.36** - Are accommodation ladders and gangways maintained in good condition, marked clearly, and inspected regularly? (V)	High Risk	Regulatory	330
3. Navigation	**3.7** - Does the vessel's manager produce a guideline for under keel clearance and air draft clearance? (M)	High Risk	Industry Standard	329
2. Certification and Personal Management	**2.5** - Do all personnel maintain rest period/work hours and are the rest hours in compliance with STCW? Or MLC requirements? (V)	High Risk	Regulatory	304
14. General Appearance – Hull and Superstructure	**14.4** - Are the pipes on deck free of significant corrosion, pitting, soft patches or temporary repair and maintained in good condition? (V)	High Risk	Industry Standard	295

Looking for the perfect vessel

- **362 vessels acceptable with 10 or less findings.**

- **Managers that undertake gap assessments against RISQ, prepare well, and plan ahead achieve the best outcomes. And perform better.**

- **Leveraging the guidance is highly recommended – this is provided to help the industry to reduce risk of serious incidents and detentions.**

- **Address gaps and apply preventative actions across the full fleet.**

- **References are available or reach out to Risq@rightship.com**
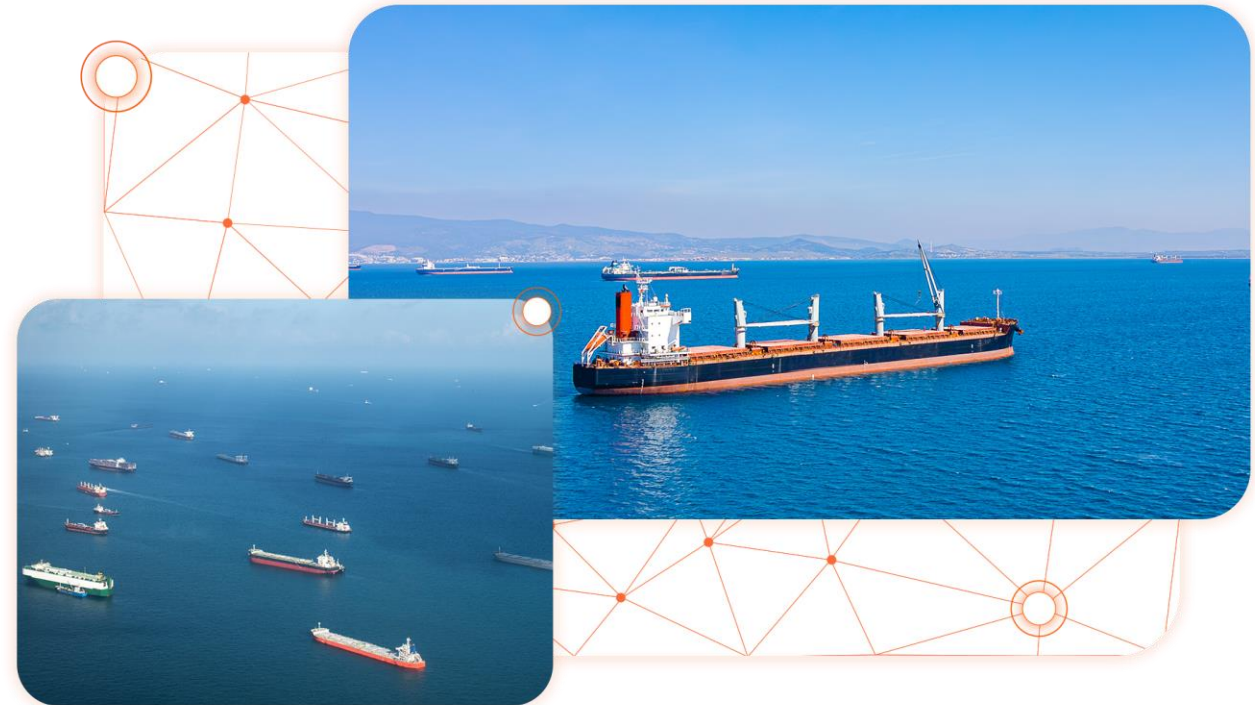
Resales

- **Download RISQ 3.1:** https://store.rightship.com/Product/rightship-inspection-ship-questionnaire-v31

- **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://rightship.com/technical-information?nid=1101

- **Inspection Validity Criteria:** https://rightship.com/technical-information?nid=1103

- **Inspections Age Trigger changes:** https://rightship.com/insights/revised-rightship-inspection-age-trigger-what-means-owners-managers-charterers

- **Safety Score methodology:** https://rightship.com/technical-information?nid=76, and https://rightship.com/technical-information?nid=78