

Rightship Reduces Age Trigger for Dry Cargo Inspections from 18 to 14 years

RIGHTSHIP



Background

Effective 1 January 2018, RightShip's age trigger for dry cargo inspection on vessels over 8,000 DWT has changed from 18 years to 14 years, after which an annual acceptable RightShip inspection will be required.

This change from the previous age inspection trigger of 18 years reflects the changing market conditions of the bulk carrier fleet, and has been done considering the following:

- International Union of Marine Insurance figures reveal an increase in total bulker losses in the 15 – 19 age bracket in the period 2012-2016;
- it is important that this inspection is conducted prior to the third special survey in order to identify focus areas for consideration later in the vessel's life; and
- the influx of new builds in the early 2000's has raised questions about the effective working life of vessels and accelerated pace of scrapping. Accordingly, decisions regarding maintenance and standards are being made earlier, highlighting the importance of physical validation at an earlier stage.



Rightship inspections have become stricter over the years, in many cases requesting Class attendance or certification to support the closing-out of inspection findings. Especially with regards to safety-related items, Owners / Operators are required to provide Rightship with documentary evidence in order to maintain their vessels' star ratings.

How can AMC assist?

AMC over the past years has conducted hundreds of 'pre-Rightship' (preparatory) surveys / inspections with successful results, both onboard vessels as well as in the office, and has thus accumulated significant expertise on this issue. These 'pre-Rightship' surveys aim at ensuring that the vessel's equipment and structure are properly maintained and in good operating condition, that the crew is properly trained and familiar with the Company's requirements, and that the appropriate documentary evidence is available onboard.