



NorthStandard

NorthStandard Survey Report - Chemical Tanker

CLEAN RAIDER / 9425318 / OIL AND CHEMICAL TANKER /
STEALTH MARITIME CORPORATION S.A.

Complete

Score	0 / 0 (0%)	Flagged items	2	Actions	0
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Upload a picture of the vessel



Photo 1

Ship/Vessel Name	CLEAN RAIDER
IMO no.	9425318
Member Name (This is a NorthStandard Administration Question - SURVEYOR TO LEAVE IT BLANK)	STEALTH MARITIME CORPORATION S.A.
Owner/Group Owner of the Vessel	VIKING LIQUID INVESTMENTS INC.
Flag State	LIBERIA
Vessel/Type	OIL AND CHEMICAL TANKER
Technical Managers	STEALTH MARITIME CORPORATION S.A.
Time Under Present Management	7 MONTHS
Current classification / Certifying Authority	LLOYD'S REGISTER
Building classification / Certifying Authority	AMERICAN BUREAU OF SHIPPING
SMS Approved By	LLOYD'S REGISTER
Year of build	2010

Country of build	BUSAN , SOUTH KOREA
GRT (t)	29563
Last 3 cargoes carried	UNLEADED GASOLINE, GASOIL, ULSD
Date of Survey	FEBRUARY 3,2026
Survey Location	GMQC+Q2 Arica, Chile (-18.4605625, -70.3299375)
Survey Company	ALS INSPECTION CHILE SPA
Surveyor Name	EDUARDO PARRA G.
Survey Number (As per survey instruction)	UKS-26-01-0081
Surveyor email and contact mobile number (including full international dialing code)	eduardo.parra@alsgobal.com / +56 9 79059813

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Does the surveyor understand that actions are NOT to be created? (this is a NorthStandard internal function only)	Yes
Does the surveyor understand that selecting 'No' to a question indicates a defect? (selecting 'No' will open another box asking why is it a defect, please keep the description of the defects short but informative) The surveyor can also expand on the defect in the notes section	Yes

[iAuditor Surveyor Instructions North Standard 2023.PDF](#)

Has the surveyor read and understood the survey instructions?



Eduardo Parra Garay
3 Feb 2026 13:02 UTC

Flagged items

2 flagged

Hull Structure

CQ40 - If sighted, does the thickness gauging report confirm steel diminution is within class limits?

No

Several measurements indicate plate renewal

Main Deck

CQ39 - Is the visible condition of the vessel including shell plating and deck plating in satisfactory condition?

No

Deck plating in the way of cargo tanks nr.3 and 4 was noted with rust.



Photo 3



Photo 4



Photo 5



Photo 6

Hull Structure

1 flagged

CQ40 - If sighted, does the thickness gauging report confirm steel diminution is within class limits?

No

Several measurements indicate plate renewal

Hull Fittings

HF1 - Are draft marks / load lines clear and visible?

Yes

Any additional comments?

According to UTM, several plates required renewal, but there was no information available about the replacement.

The hull was observed in good condition; several areas were scuffed, stained, and rusted, and no indentations were noted. Draft marks were seen as legible.

No marine growth was seen below the waterline.

Gangway & Security

CQ16 - Are the remaining boarding arrangements (e.g., accommodation ladders, gangways etc.) in apparent satisfactory condition and safely rigged?

Yes

CQ5 - Is SPS (ISPS) prescribed access control in place?

Yes

With Master - Safety Management System

SMS1 - Date of last superintendent's visit?

November 12, 2025

SMS2 - Date of last external ISM audit? By whom?

November 12, 2025 / Lloyd's register Mr. Roman Araya

SMS3 - Date of last internal ISM audit?

November 12, 2025

SMS4 - Date of last navigation audit? By whom?

December 21, 2025 by Vessel Master.

CQ10 - Are emergency drills carried out frequently on board?

Yes

Records reviewed

SMS5 - Date of last safety meeting and frequency?

January 31, 2026, the frequency is every month.

SMS6 - Are Near Miss Reports, Accident Reports, Permits to Work and Risk Assessments completed correctly as per Company SMS?

Yes

SMS7 - is a muster list available, current and prominently posted in relevant areas?

Yes

Any additional comments?

Information and documents about the safety management were duly recorded and updated.

Procedures & Audits

PA1 - Are actions from Superintendents last visit closed out?

Yes

PA2 - If there were non-conformities raised during the last internal / external ISM audit, have these been closed out?

Yes

**PA3 - Are the master's SMS reviews comprehensive?
Frequency?**

Yes

Monthly

Crew Arrangements

CQ1 - Is manning in compliance with the Safe Manning Certificate?

Yes

CA1 - Are officer certificates / endorsements valid?

Yes

CQ7 - Is there an identified common language spoken by crew?

Yes

English

CQ8 - Is random or specific drug / alcohol testing undertaken?

Yes

Internal test January 22, 2026 / External test November 2025

Any additional comments?

None

Crew Wellbeing	
CW1 - Does the member provide any seafarer wellbeing programs to their crew?	Yes
CW2 - Does the ship organise onboard social events?	Yes
CW3 - Are recreational facilities available on board?	Yes
CW4 - Is seafarer wellbeing training carried out?	Yes
CW5 - Is there any Anti-bullying / Harassment policy in place?	Yes
CW6 - Are all ship staff working within their contract periods?	Yes
Officers 6 months / Ratings 9 months	
CW7 - Are crew given access to a good variety of healthy balanced foods?	Yes
CW8 - Does the crew have good access to social media, current news and communication to family / friends?	Yes

Any additional comments?

Good accommodations and recreational facilities are available for the crew. According to information received by the vessel's Master, several social events are organised. All crew have access to satellital internet.

Class

C1 - What conditions of Class are imposed (if any)?

The class status report no registered conditions of class.

CQ2 - Are class and statutory certificates valid?

Yes

Attached

CQ3 - Does the vessel possess all necessary certification?

Yes

Maintenance

M1 - Is PMS class approved?

N/A

The vessel uses the Mentor@sea program and online company forms to record maintenance tasks. Once maintenance is completed, it is submitted online to the company, and records are kept on board.

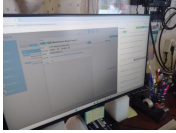


Photo 2

M2 - Are officers familiar with the PMS?

Yes

Yes, the crew is familiar with the planned maintenance installed onboard.

M3 - Are manufacturer's manuals, service bulletins and spare parts on board?

Yes

CQ4 - Is the planned maintenance system implemented and kept up to date including critical spares list maintained?

Yes

Security

S1 - Are armed guards employed in piracy areas?

N/A

The vessel not sailing in piracy areas.

S2 - Are piracy prevention measures implemented?

Yes

S3 - Are safety / security patrols regularly made?

Yes

S4 - Are effective stowaway searches carried out before port departure?

Yes

S5 - Does the vessel have the UKHO Admiralty Maritime Security Planning Charts on board?

Yes

S6 - Does the vessel have the latest edition of Best Management Practices To Deter Piracy (BMP) on board?

Yes

First edition March 2025

Any additional comments?

The vessel is not sailing in piracy zones; however, anti-piracy elements and procedures are available onboard.

Cyber Security

CS1 - Has the Company an Information Technology Strategy including maritime cyber security plan?

Yes

CS2 - What training has the ship's crew received on effective cyber risk management?

Receive training in owner's office.

CS3 - Is access restricted to ship's systems and sensitive data?

Yes

CS4 - Has the use of USB / flash drives on board for access to the ship's network been restricted?

Yes

CS5 - What barriers are in place to prevent the transfer of viruses / malware to critical systems?

USB restrictions and antivirus software.

CS6 - Does the ship prevent remote access to their systems?

Yes

CS7 - Are networks segregated from sensitive ship systems and general communications such as crew wifi / internet access?

Yes

Bridge & Navigation Equipment	
BN1 - Advise the primary means for navigation.	Ecdis
BN2 - Have navigation officers received bridge team management training?	Yes
BN3 - Are bridge familiarisation and watch handover checklists used?	Yes
BN4 - Is the Master / Pilot exchange recorded and is the pilot card comprehensive?	Yes
BN5 - Is the emergency steering procedure known?	Yes
BN6 - Do navigators understand squat, settlement and ship-to-ship interaction?	Yes
BN7 - Do navigators understand Parametric Rolling?	Yes
BN8 - Are OOW's familiar with S-VDR / VDR operation and are instructions posted?	Yes
CQ33 - Is bridge navigation and communication equipment in apparent satisfactory condition?	Yes
CQ34 - Is there a system in place to correct nautical charts and publications?	Yes
The vessel use One Ocean program, last publications week 05 and 06	
CQ35 - Are bridge procedures, company and master's standing orders in place and followed?	Yes
CQ36 - If fitted, is the BNWAS in apparent satisfactory condition?	Yes
CQ37 - Is passage planning carried out berth to berth?	Yes
CQ38 - Is the vessel's condition verified and recorded including trim, list, draft and intact stability prior to sailing?	Yes
CQ58 - If applicable, have officers undergone an approved ECDIS training course and type specific familiarisation?	Yes

Accommodation & Galley	
AG1 - Are external accommodation doors, in good condition, closures working and sealing arrangement intact?	Yes
AG2 - Is the Air Conditioning / Heating / Ventilation working satisfactory?	Yes
AG3 - Is the accommodation clean, tidy and hygienic with alleyways / stairs free from obstruction?	Yes
AG4 - Are galleys food areas, refrigerated stores, dry stores, pantries and mess areas clean, tidy and hygienic?	Yes
AG5 - Is the refrigerator lock-in alarm operational?	Yes
Tested during inspection.	
AG6 - Are emergency escape route fluorescent markings fitted and in apparent satisfactory condition?	Yes
AG7 - Are laundries free from electrical and fire hazards?	Yes
CQ12 - Is adequate lighting provided throughout the vessel?	Yes
CQ17 - Is the general housekeeping standard satisfactory?	Yes
CQ21 - Are main and emergency exits clearly marked and unobstructed?	Yes
CQ27 - Is the medical locker sufficiently stocked, tidy and contents in date?	Yes

Any additional comments?

The accommodations was found in good, tidy and clean condition. The crew has maintained a good standard of cleanliness, and all electrical systems and components were seen to be in good condition.

Main Deck	1 flagged
MD1 - Are mobile safety guards such as rails, lines and wires etc., provided and in use?	Yes
MD2 - Are cable transits and bulkhead penetrations in apparent good order?	Yes
MD3 - Are pipe and hatch penetrations free from corrosion at deck connections?	Yes
MD4 - Are vent headers, air / sounding pipes access doors in apparent good order and identified for the space they serve?	Yes
MD5 - Are hydraulic pipes / connections free from significant leaks?	Yes
MD6 - Are weathertight doors and stores hatches fully operational and in apparent satisfactory condition?	Yes
CQ13a - Are walkways, stairways & catwalks in apparent satisfactory condition throughout the vessel?	Yes
CQ13b - Are platforms and handrails in apparent satisfactory condition throughout the vessel?	Yes
CQ15 - Are the pilot ladders in apparent satisfactory condition, properly marked and certified?	Yes
CQ39 - Is the visible condition of the vessel including shell plating and deck plating in satisfactory condition?	No

Deck plating in the way of cargo tanks nr.3 and 4 was noted with rust.



Photo 3



Photo 4



Photo 5



Photo 6

Any Additional Comments?

All elements on deck were found with coating in good condition, duly identified. Structurally, no abnormalities were observed. Deck plating in the way of cargo tank nr.3 and 4 was observed with rust; however, during the inspection, the other deck plating areas were noted in the maintenance process.

Poop & Forecastle	
PF1 – If applicable, are fire wires properly rigged and in apparent satisfactory condition?	Yes
Renewal on October 2025	
PF2 - Are the mooring work areas non-slip and warning signage placed on entrance to mooring areas in accordance with the Code Of Safe Working Practice Guidance?	Yes
PF3 - Is the ship safely / properly moored, ropes correctly turned-up on the bitts?	N/A
During the inspection, the vessel was at anchorage.	
PF4 - Are cable transits and bulkhead penetrations in apparent good order?	Yes
PF5 - Are pipe and hatch penetrations free from corrosion at deck connections?	Yes
PF6 - Are vent headers, air / sounding pipes access doors in apparent good order and identified for the space they serve?	Yes
PF7 - Are hydraulic pipes / connections free from significant leaks?	Yes
PF8 – Are weathertight doors and stores hatches fully operational and in apparent satisfactory condition?	Yes
CQ41 - Are emergency towing arrangements in place and in satisfactory condition?	Yes
CQ42 - Are visible sections of anchor cable in satisfactory condition?	Yes
CQ43a - Are windlasses, winches & capstans, bollards, and mooring lines in apparent satisfactory condition?	Yes
CQ43b - Are rollers & fairleads in apparent satisfactory condition?	Yes
CQ43c - Are bollards and mooring lines in apparent satisfactory condition?	Yes

Any Additional Information?

Forecastle is equipped with two combined single drum anchor windlasses with warping heads, the anchor and mooring winches are hydraulically operated; winches were reported as operational by crew. The winches were found without leaking at connections and hydraulic hoses. The visible portions of anchor chains appeared in good condition with slight rust. Mooring ropes were noted in satisfactory condition.

The closed fairleads, bollards, rollers, bitts, were found in good condition well maintained and paint was noted in good condition.

Fixed Lifting Equipment

FL1 - Do stores and engine room cranes lifting one ton+ have valid certificates?

Yes

CQ14 - Are derricks, cranes and other lifting equipment properly maintained, tested and marked?

Yes

Comment on the condition of the deck pipework and fittings

The deck pipes and fittings were noted in good conditions, well-maintained, all duly identified with the date of the last test.

No leakage or evidence were observed.

Ballast System

CQ32 - Is there an approved Ballast Management Plan on board and is the Ballast Water Record Book properly completed?

Yes

BS1 - If fitted. does the vessel have a fully functional Ballast Water Treatment System? (If the vessel does not have a Ballast Water Treatment System, please select NA and provide commentary)

Yes

CQ66 - Is the ballast pumping system fully functional and regularly inspected?

Yes

Ballast Tanks

BT1 - Is the corrosion protection (coating / anodes) in apparent satisfactory condition?

Yes

BT2 - Are manhole covers in apparent satisfactory condition?

Yes

BT3 - Are tanks free from any sign of oil contamination?

Yes

BT4 - Is the Overall Condition satisfactory?

Yes

BT5 - From Class records / inspections are ballast tanks free from significant corrosion?

NI

Class records/inspections for ballast tanks conditions are not available on board.

CQ44 - Is the inspected steel structure of ballast tanks and void spaces free from buckling, fractures, doublers, temporary repairs and poor alignment etc?

Yes

Any additional information?

During inspection, the Fore peak tank, WBT 2Ps/ WBT 2 Ss, and APT were inspected. The tanks were observed with some areas with rust scale and small amount of mud. Railings, ladders and pipes were found in good conditions. Welding seams were observed in good conditions. Zinc anodes were noted in good condition.

Safe Working

SW1 - Are Oxy-acetylene bottles stored outside in separate spaces and with flash-back arrestors?

Yes

CQ9 - Are safe working practices, including work permit procedures, implemented, and adhered to particularly with regards to enclosed space entry?

Yes

CQ11 - Are portable oxygen and gas detection meters provided, regularly calibrated and are the crew able to operate these effectively?

Yes

Last calibration June 27 ,2025

CQ59 - Is relevant personal protective equipment and clothing, appropriate to the vessel type and cargo, provided and in use?

Yes

Any additional Information?

All items were noted in order.

Life Saving Appliances

LSA1 - Date(s) boats last lowered to embarkation deck / maneuvered in the water?

January 17, 2026

LSA2 - Are immersion suits in apparent good order?

Yes

CQ23 - Are lifeboats, rescue boats and their davits in apparent satisfactory condition including the on-load release mechanism?

Yes

CQ24 - Are life rafts and hydrostatic releases properly secured / fitted and in apparently satisfactory condition?

Yes

Hydrostatic releases expire in March 2028.

CQ25 - Are life buoys of approved type in various locations and in apparent satisfactory condition?

Yes

CQ26 - Are life vests / jackets of approved type, in good condition and sufficient in numbers?

Yes

LSA3 - Are signs for LSA equipment in place marked with IMO symbols.

Yes

Any additional Information

The vessel has sufficient Life Saving Appliances (LSA) as required by SOLAS. Were noticed two lifeboats located on port and starboard side of the structure. Lifeboat is propelled by diesel engine. The Davits to lower the lifeboats were noticed in proper condition, well maintained and with wires well-greased. Two liferafts in port side and two in starboard side plus one liferaft in fwd, were noted in good condition with last inspection on March 2025, and hydrostatic release valid until March 2028.

Fixed Fire-Fighting Equipment (Date of Tests)

FFFE1 - Are fixed fire fighting systems in apparent satisfactory condition with release instructions posted?

Yes

Fire-Fighting Equipment	
FFE1 - Is Emergency Fire Pump and Emergency Generator tested regularly and in good working order?	Yes
Tested during inspection	
FFE2 - Is the fire main isolation valve suitably marked?	Yes
FFE3 - Are fire flaps in apparent good order and identified?	Yes
FFE4 - Are fire hose boxes in good order complete with hose, nozzle and spanner?	Yes
FFE5 - Are firemen's outfits, EEBD's and portable communication equipment in good order?	Yes
FFE6 - Are signs for FFE equipment in place marked with IMO symbols.	Yes
CQ18 - Is the fire detection system in apparent satisfactory condition?	Yes
CQ19 - Are fire pumps, mains, hydrants, extinguishers in apparent satisfactory condition?	Yes
CQ20 - Are there sufficient self-contained breathing apparatus and are they in good condition, sufficiently charged and within test date?	Yes
Last inspection , September 2025.	
CQ22 - Is the fire integrity, including firedoors, dampeners, shutters and bulkhead penetrations throughout the vessel in apparent satisfactory condition?	Yes
Any additional Information?	
<p>The vessel has sufficient firefighting equipment which consists of the Engine room CO2 system, water mist and the main deck firefighting foam.</p> <p>Accommodation space has a portable fire extinguisher.</p> <p>The equipment inspected were noted in order.</p>	

Machinery Spaces	
MS1 - Are all purifiers and compressors in full operational condition?	Yes
MS2 - Are pipes, valves and coolers in apparent good order?	Yes
MS3 - Are shell connections / sea suctions in apparent good order?	Yes
MS4 - Are the floor plates secure, ladders safe?	Yes
MS5 - Is the switchboard in apparent good order and without Earth faults?	Yes
MS6 - Are Insulation mats in good condition?	Yes
MS7 - Are stores well stocked and orderly?	Yes
MS8 - Are workshops clean, orderly and safe?	Yes
MS9 - Are goggles and tool supports provided at drilling, cutting and grinding machines?	Yes
MS10 - Is the Chemical Store orderly and secure	Yes
MS11 - Are MSDS and PPE available in the Chemical Store?	Yes
MS12 - Is the stern seal / oil, in apparent good order?	Yes
MS13 - Is the sewage system in apparent good order?	Yes
CQ45 - Are engine compartments including bilges, clean, tidy and free from combustible materials?	Yes
CQ46 - Are self-closing devices on sight glasses and sounding pipes in fully operational condition?	Yes
CQ61 - Is the engine alarm monitoring and control system fully operational and regularly tested?	Yes
CQ62 - Is engine condition monitoring regularly undertaken and recorded?	Yes
CQ63 - Are engine room safety equipment and alarm monitoring system fully functional and regularly tested? (E.g. emergency generator, quick closing valves, ventilation shutdown and dampers, etc)?	Yes
CQ67 - Is the engine room housekeeping standard	Yes

satisfactory? - (Lagging and insulation, floor plates, machinery guards, wiring, oil stains, leaks, etc)



Any additional information?

Engine room, in general, was found clean and well illuminated. All machinery appeared in good condition. Auxiliary Machinery was found clean, without leakage, well identified. All floor plates were found clean and painted.

Main Engine(s) / Diesel Generators

E1 - Is the main engine(s) free from damage?	Yes
E2 - Are the auxiliary engines free from damage?	Yes
E3 - Are hot box and exhaust covers fitted and lagging intact?	Yes
E4 - Are bearing and exhaust temperatures satisfactory?	Yes
E5 - Are the main and Aux. engines free from oil leakage?	Yes
E6 - Are the engines free from excessive vibration?	Yes
E7 - Is effective spray protection fitted? (fuel and lub. oil pipes)	Yes

Any additional information?

The main engine and Aux Engine, were noted without leakage, clean.
During our inspection, Aux Generators nr. 1 and 3 were in service; no excessive vibration was noted.

Boilers

BO1 - General appearance / condition, of lagging, inspection doors, valves, watch glasses.

Good

BO2 - Is the Boiler free from water / steam leakage?

Yes

Steering Gear Room

SG1 - Is the ventilation adequate?

Yes

SG2 - Is the emergency steering procedure posted?

Yes

SG3 - Is the Gyro compass repeater aligned with the bridge gyro compass?

Yes

SG4 - Is the space clean, orderly and safe?

Yes

CQ12 - Is the lighting adequate?

Yes

CQ68 - Is steering gear in apparent satisfactory condition and tested?

Yes

Tested during inspection.

Any additional information?

The Steering Gear electro-hydraulic type system was found, apparently, in good condition, clean, and no leakages were noted.

Marpol - Waste Management & Control	
WM1 - Is the OWS overboard valve marked and locked shut?	Yes
WM2 - Are 'discharge of oil prohibited' notice prominently displayed?	Yes
WM3 - Does the ship have an operational incinerator?	Yes
WM4 - Is there an approved Inventory of Hazardous Materials (IHM) register?	Yes
CQ6 - Are there contingencies plans onboard to deal with emergencies and spills, if applicable?	Yes
CQ28 - Are save-alls and spill containment equipment in apparent satisfactory condition?	Yes
CQ29 - Is Part I of the Oil Record Book properly filled in and up to date?	Yes
CQ30 - Are Bunker delivery Notes and bunker samples available on board?	Yes
CQ65 - Are OWS and bilge pumping systems functional and inspected regularly? (15 ppm alarm tested, emergency bilge tested?)	Yes
Tested during inspection.	
Any additional Information?	
Equipment and documents are in order.	

Bunkering and Fuel Management

BF1 - Is the NOx and Sox Technical File properly filled in and up to date?

Yes

BF2 - What fuel is the vessel operating on?

VLSFO and LSMGO

BF3 - Is SOPEP equipment complete and in good order?

Yes

BF4 - How does the vessel comply with IMO2020 regulation? Confirm if Compliant Fuel, Open-Loop Scrubber, HYbrid Scrubber or Non-Compliant?

Compliant Fuel.

CQ31 - Are operations procedures in place for bunkering and oil transfer?

Yes

CQ60 - Are appropriate procedures in place for fuel switch over?

Yes

CQ64 - Are fuel treatment systems fully operational and maintained? - purifiers, filters, viscotherm, etc.?

Yes

Any additional information?

Documents and records were noted in order.

Garbage

G1 - Is there a Garbage Management Plan in place?

Yes

G2 - Is the Garbage Record Book completed correctly and up to date?

Yes

Last record, January 18, 2026

G3 - Is garbage segregation effective?

Yes

Any additional information?

All documents and records were in order.

Sustainability

SU1 - Is there a Ship Energy Efficiency Management Plan (SEEMP) implemented?

Yes

Cargo Section (If not applicable, please select N/A)	
CQ47 - Are cargo tank coatings in a satisfactory condition?	NI
CQ48 - Is the structure of the cargo tanks free from significant corrosion, pitting, scaling, buckling, dents, fractures, wastages, doublers, and temporary repairs etc?	NI
CQ49 - Are cargo holds suitable for the carriage of the nominated cargoes?	N/A
CQ50 - Are cargo hold bilges clean, non-return valves working and bilge pumps in apparent satisfactory condition?	N/A
CQ51 - Is overall steel structure of cargo holds apparently free from significant corrosion, pitting, scaling, buckling, dents, fractures, wastage, doubler or temporary repairs?	N/A
CQ52 - Is cargo space ventilation in apparent satisfactory condition?	N/A
CQ53 - Are hatch covers weather tight?	N/A
CQ54 - Is lashing and securing equipment in apparent satisfactory condition and in sufficient numbers in line with the CSM?	N/A
CQ55 - Is the refrigeration system in apparent good condition?	N/A
CQ56 - Is cargo stowed in accordance with hazardous cargo codes?	N/A
CQ57 - Is cargo stowed and secured in accordance with the CSM?	N/A

Chemical Tanker	
Cargo tanks and systems	
Chem1 - Are cargo tank coatings in apparent satisfactory condition and free from defects which could impair cargo worthiness?	NI
Chem2 - Is there a compatibility table readily available?	Yes
Chem3 - Is the structure in cargo tanks apparently free from significant corrosion, pitting, scaling, buckling, dents, fractures, wastage, doublers, temporary repairs etc?	NI
Chem4 - Is plating under suction bell mouth or sump in apparent satisfactory condition?	NI
Chem5 - Are cargo pumps, ballast pumps and stripping arrangements fully operational, including associated monitoring alarms, instrumentation and controls?	Yes
Chem6 - Are deep well pump cofferdams purged as per manufacturer's guidance and are records maintained onboard?	Yes
Chem7 - Are cargo pump emergency stops properly located and regularly tested?	Yes
Chem9 - Is the condition of pipe work in tanks or passing through in apparent satisfactory condition?	NI
Chem10 - Are deck cargo piping, manifolds and relevant deck equipment suitably marked and in apparent satisfactory condition?	Yes
Chem11 - Is the pump room clean and tidy and are bilges free from cargo?	N/A
Chem12 - Are pumps and shaft bearings in apparent good condition?	Yes
Chem13 - Are pump room fans operational?	N/A
Chem14 - Is pump room floor plating satisfactory?	N/A
Chem15 - Are safe pump room procedures identified and complied with?	N/A
Chem16 - Are pipelines lagged where required?	Yes
Chem17 - Are heating coils in tanks regularly pressure tested	Yes

and reportedly free of leaks?	
Chem18 - If a vapor emission return system is fitted, is it in apparent satisfactory condition?	Yes
Chem19 - Is the vapor manifold clearly marked?	Yes
Chem20 - Are the manifolds fitted with drain lines and purge points and are they valved and capped?	Yes
Chem21 - Give a short assessment of the overall condition of cargo tanks and systems	
The cargo tanks were loaded, so it was not possible to inspect them. The vessel has twelve cargo tanks and two Slop tank. The cargo transported is Gasoline Ron92.	
Chem22 - Has the ship been inspected by OCIMF-Sire and / or CDI recently?	Yes
Last inspection November 6,2025	
Any additional information	
Inert Gas System	
Chem23 - Is the IGS, including instrumentation, alarms, trips, and pressure and oxygen recorder apparently operational and calibration records maintained?	Yes
Chem24 - Are fans, scrubbers, deck seals, PV breakers and non-return valves in apparent satisfactory condition? Chem	Yes
Chem25 - If fitted, is the nitrogen generator system apparently operating satisfactorily?	N/A
Tank Cleaning System	
Chem 26 - Is tank cleaning system in apparent satisfactory condition and fully operational?	Yes
Chem27 - Is an approved tank cleaning system manual provided and are tank cleaning plans prepared and adhered to?	Yes
Closing appliances	
Chem28 - Are closing devices, associated gaskets and securing arrangements on the freeboard deck in apparent satisfactory condition?	Yes
Chem29 - Are vapor locks for closed sampling / ullaging devices calibrated and operational?	Yes

Cargo Control	
Chem30 - Are cargo monitoring indicators, controls and panels in apparent satisfactory condition?	Yes
Chem31 - Are detailed cargo handling and tank cleaning plans prepared and are operations carried out and logged in accordance with the agreed plan?	N/A
The vessel transports only gasoline.	
Chem32 - Is the tank gauging system, including temperature reading if fitted, operational and cross checked with manual readings?	Yes
Chem33 - Are gas detection systems and bilge alarms operational, regularly tested and with results recorded?	Yes
Last test was carried out on January 31, 2026.	
Chem34 - If a fixed gas detection and monitoring system is not fitted, are routines in place for regular monitoring with portable instruments?	Yes
Chem35 - Are safety guidelines regarding static hazards in place and strictly adhered to?	Yes
Chem36 - Is oil discharge monitoring equipment (ODME) fitted and apparently operational?	Yes
Chem37 - Is the MARPOL Annex II discharge clearly marked to distinguish it from Annex I?	Yes
Chem38 - Are PV valves tested on a regular basis and are all flame screens apparently intact and free from debris?	Yes
Last test PV Valves January 18 ,2026 // PV Breaker September 23, 2025	
Chem39 - Are PV settings and alarm set points clearly displayed?	Yes
Chem40 - Is liquid level in PV breaker satisfactory and is it suitably protected against cold weather?	Yes
Chem41 - Is appropriate cargo specific information including Material Safety Data Sheets available onboard?	Yes
Chem42 - Are cargo sampling routines implemented and is the cargo sample locker satisfactory?	Yes
Chem43 - Are chemical suits and breathing equipment in apparent satisfactory condition?	Yes

Chem44 - Is additional anti-pollution equipment (specific for chemicals carried), as appropriate, available and in apparent satisfactory condition?

Yes

Safety and Operational test (were the following tests carried out and found satisfactory?)

Chem45 - Engine room bilge high level alarms.

Yes

Chem46 - Emergency fire pump with two fire hoses on separate hydrants.

Yes

Chem47 - Emergency power sources and emergency lighting.

Yes

Chem48 - Engine room remote stops and shutdowns.

Yes

Chem49 - Relevant cargo high level alarms.

Yes

Chem50 - Decontamination showers and eye baths on deck (operational under all ambient weather conditions?)

Yes

Additional information

All tests were carried out in good order.

Executive Summary

Survey summary

Following the completion of the survey, and based on the surveyor's overall impression of the vessel, the surveyor is requested to rate the following areas (1=excellent 2=good 3=fair 4=poor 5=very poor)

Shipboard management:	2
Safety:	2
Fire safety:	2
Life saving appliances:	2
Pollution and environmental awareness:	2
Navigation:	2
Apparent structural condition:	2
Machinery:	2
Cargo worthiness:	2
Maintenance and housekeeping:	3

Surveyor's Summary

Advise on the subject(s) which give rise to the most concern regarding safety of crew, vessel or cargo:

Nothing of note.

Surveyor's general comments and summary

We boarded the vessel, M.T. "CLEAN RAIDER", IMO Nr. 9425318, on February 3, 2026, at Arica anchorage. After introducing ourselves to the Master, Chief Engineer and Chief Officer, we carried out the requested survey.

Hull was noted with paint stained, rusted, and scuffed, apparently without structural damage.

Cargo Tanks were found with cargo (GASOLINE ron 92), so it was not possible to inspect them. Ballast tank: Fore peak tank, WBT 2Ps/Ss, and APT were noted in apparent good structural conditions, and good coating protection plate; some areas were noted with rust scales. Zinc anodes were noted in good conditions.

The main deck was found with coating in good condition, duly identified. Structurally, no abnormalities were observed. Deck plating in the way of cargo tanks nrs.3 and 4 was observed with rust; however, during the inspection, the other deck plating areas were noted in the maintenance process.

The engine room was observed clean and tidy. The alarms and emergency equipment were operating. Oil water separator and 15 ppm equipment in good condition. The steering gear and emergency generator were tested and found in order.

The vessel has all the requested equipment to perform safe navigation. The inspected equipment was operative.

The crew members were noted to be duly trained and well aware and informed of the vessel. In addition, the vessel has all the elements to perform safe operations on board, protecting the environment and crew safety.

Regarding the fire safety, the vessel has all the proper elements and equipment in good condition for firefighting; An emergency fire pump was tested during the inspection with two hydrants.

Records of training and familiarization of crew members with the vessel were checked.

Vessel certificates updated by Lloyd's Register.

Survey report enclosures - please upload survey images including pictures of relevant documents.



Photo 7



Photo 8

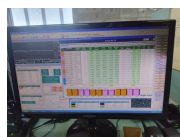


Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18

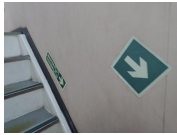


Photo 19



Photo 20



Photo 21



Photo 22



Photo 23

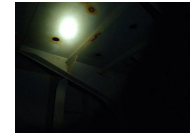


Photo 24



Photo 25



Photo 26



Photo 27



Photo 28



Photo 29



Photo 30



Photo 31



Photo 32



Photo 33

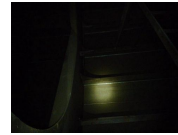


Photo 34



Photo 35



Photo 36



Photo 37



Photo 38

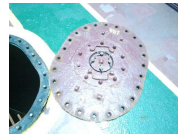


Photo 39



Photo 40



Photo 41



Photo 42

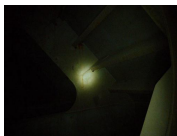


Photo 43

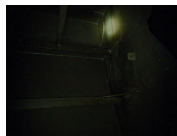


Photo 44

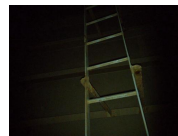


Photo 45

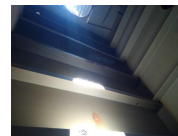


Photo 46

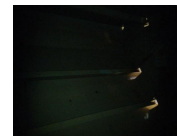


Photo 47



Photo 48



Photo 49

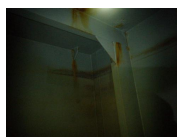


Photo 50



Photo 51



Photo 52



Photo 53



Photo 54



Photo 55

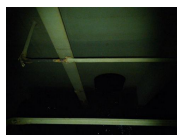


Photo 56



Photo 57



Photo 58



Photo 59

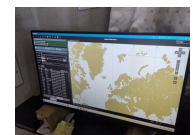


Photo 60



Photo 61



Photo 62



Photo 63

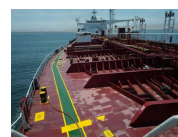


Photo 64



Photo 65



Photo 66

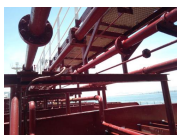


Photo 67

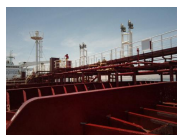


Photo 68



Photo 69



Photo 70



Photo 71



Photo 72



Photo 73

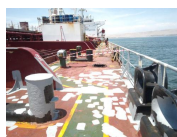


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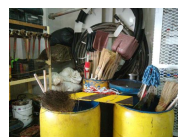


Photo 75



Photo 76



Photo 77

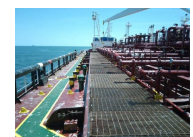


Photo 78



Photo 79



Photo 80



Photo 81



Photo 82



Photo 83



Photo 84



Photo 85



Photo 86



Photo 87



Photo 88



Photo 89



Photo 90



Photo 91



Photo 92



Photo 93



Photo 94



Photo 95

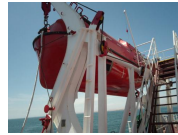


Photo 96



Photo 97



Photo 98



Photo 99



Photo 100



Photo 101



Photo 102



Photo 103



Photo 104

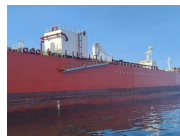


Photo 105



Photo 106



Photo 107



Photo 108



Photo 109



Photo 110



Photo 111

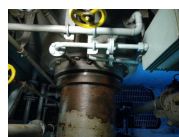


Photo 112



Photo 113



Photo 114

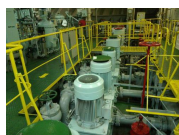


Photo 115



Photo 116



Photo 117



Photo 118



Photo 119



Photo 120



Photo 121



Photo 122



Photo 123

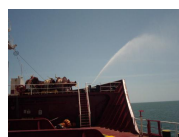


Photo 124

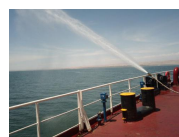


Photo 125



Photo 126



Photo 127

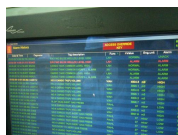


Photo 128



Photo 129

[A2c. Extension to Provisional Certificate & Letter to Port Authority \(Exp 02.03.2026\).pdf](#)

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[A30. Addendum to the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk TYPE 3 \(b\).pdf](#)
[A30. Fitness Cert -Type2.pdf](#)
[A30. Fitness Cert -Type3.pdf](#)
[A30a. FITNESS CERT TYPE 2.pdf](#)
[A30b. FITNESS CERT TYPE 3.pdf](#)
[A31. MLC Maritime Labour Certificate.pdf](#)
[A32. IEEC International Energy Efficiency Certificate.pdf](#)
[A33. IHM CERT ISSUED 14 DEC 2025.pdf](#)
[A34. IHM SOC ISSUED 14 DEC 2025.pdf](#)
[B1. CLASS CERTIFICATE 01 JULY 2030.pdf](#)
[CAP Preliminary certificate.pdf](#)
[CLASS STATUS REPORT.pdf](#)
[Last 3 cargoes.pdf](#)

[Ship's particulars.pdf](#)

[SIRE INSPECTION.pdf](#)

[SMPEP Inventories.pdf](#)

[Stowage plan.pdf](#)

[Ultrasonic Thickness Measurement Report -Final DD2025.pdf](#)

Do any of the defects present a SERIOUS risk to life or is a SERIOUS defect which will SEVERELY impact normal vessel operations?

No

Survey Completion Section

1. Can you confirm that the scores you have awarded accurately reflect the condition of the vessel?

Yes

Explain why the scores do not reflect the condition of the vessel?

2. Have all defects been recorded including any that were rectified at the time of the survey?

Yes

Why have they not been recorded?

3. Confirm that a screenshot of the list of the defects (failed items) or a written list of defects have been emailed to the Master/Owners representative?

Yes

[LIST OF DEFICIENCIES MT CLEAN RAIDER.pdf](#)

Media File (Including UST readout)

Please upload any PDF documents relevant to the survey UST reports, certificates etc

Signatures

Master's signature: (For receipt only)

JEFF MALHABOUR
4 Feb 2026 23:37 UTC

Surveyor's signature



EDUARDO PARRA G.
4 Feb 2026 23:35 UTC

Final Question - Confirm that this report is complete and that you have conducted a peer review within your own survey company (once you click 'Yes' and then press complete below, this will notify NorthStandard P&I that this survey is complete and automatically send them a notification that the survey report is ready to view). Once you are happy the report is ready and has been checked PRESS COMPLETE

Yes (I have had the report peer reviewed and the report is complete)

Media summary



Photo 1

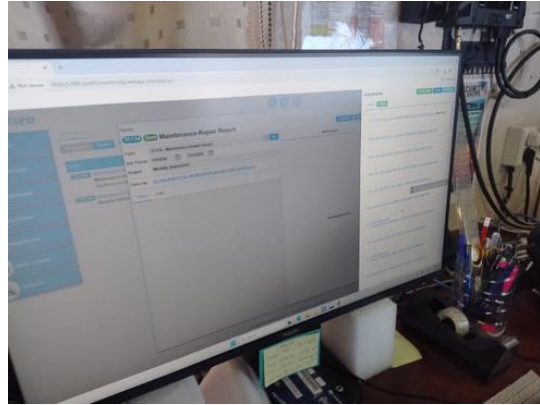


Photo 2

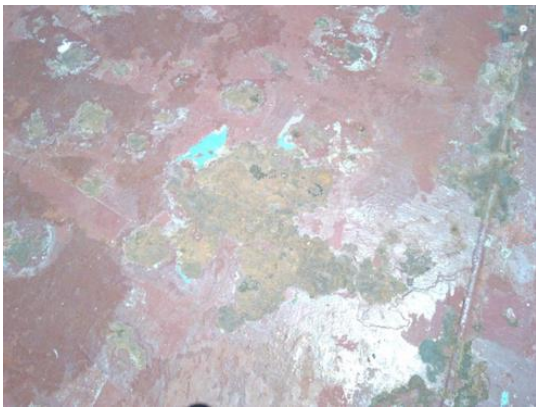


Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8

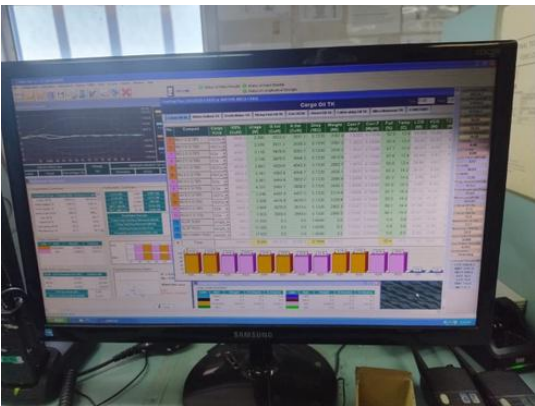


Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20

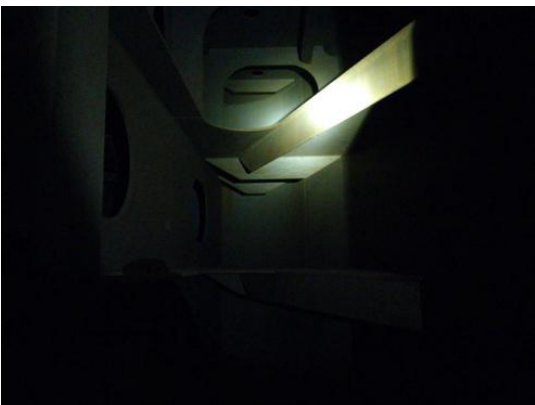


Photo 21

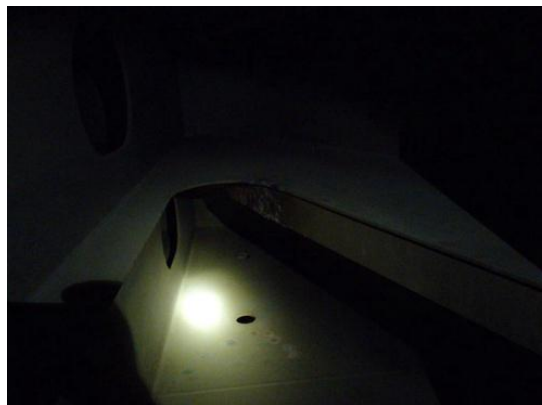


Photo 22



Photo 23

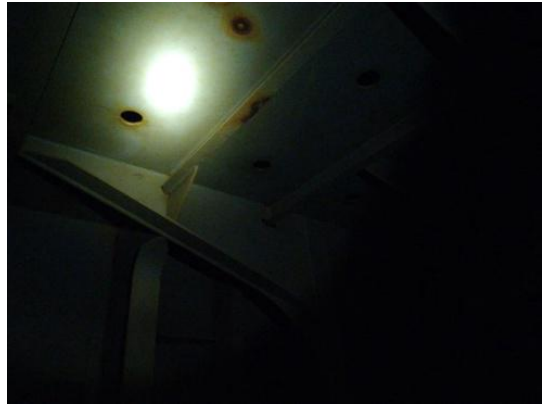


Photo 24



Photo 25



Photo 26



Photo 27



Photo 28



Photo 29



Photo 30



Photo 31



Photo 32



Photo 33



Photo 34



Photo 35



Photo 36



Photo 37



Photo 38

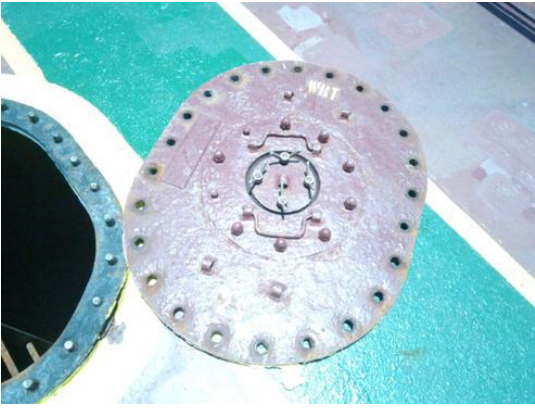


Photo 39



Photo 40



Photo 41



Photo 42



Photo 43



Photo 44



Photo 45

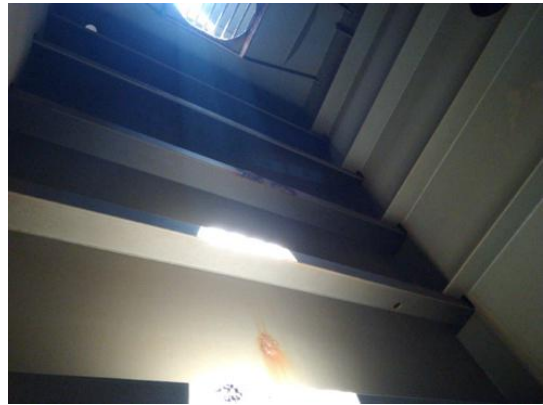


Photo 46



Photo 47



Photo 48



Photo 49



Photo 50



Photo 51



Photo 52



Photo 53



Photo 54



Photo 55



Photo 56

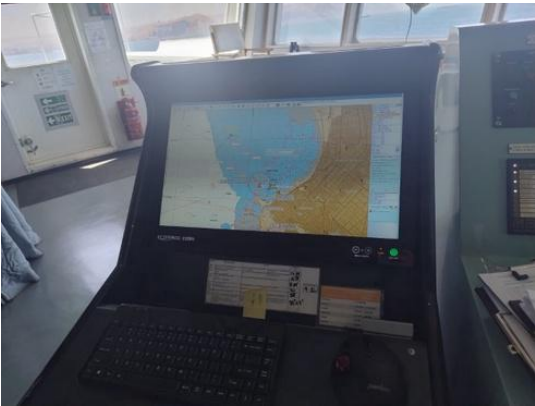


Photo 57



Photo 58



Photo 59

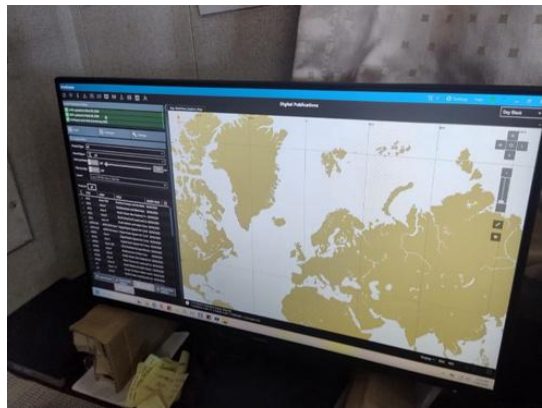


Photo 60



Photo 61



Photo 62

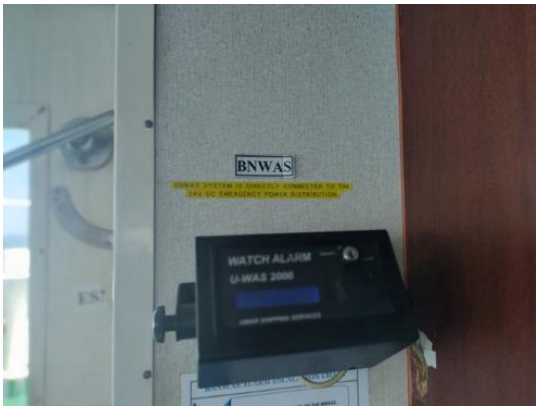


Photo 63



Photo 64



Photo 65



Photo 66



Photo 67



Photo 68



Photo 69



Photo 70

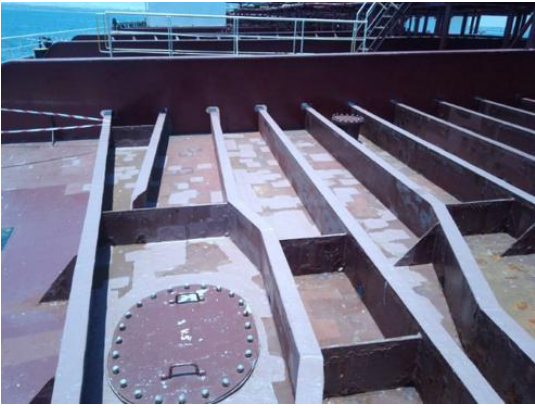


Photo 71



Photo 72



Photo 73



Photo 74



Photo 75



Photo 76



Photo 77

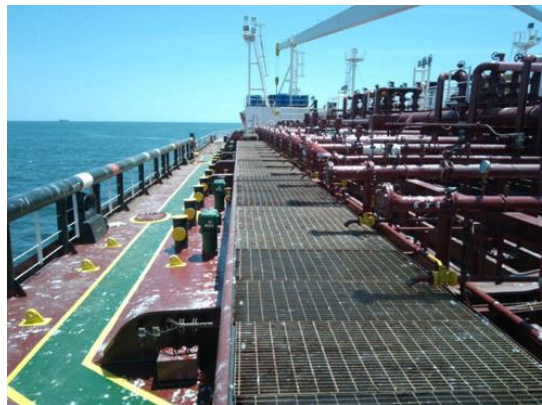


Photo 78



Photo 79



Photo 80



Photo 81



Photo 82



Photo 83



Photo 84



Photo 85



Photo 86



Photo 87



Photo 88



Photo 89



Photo 90



Photo 91



Photo 92



Photo 93



Photo 94



Photo 95

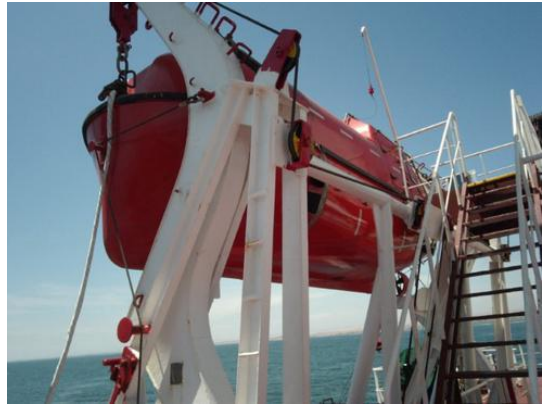


Photo 96



Photo 97



Photo 98



Photo 99



Photo 100



Photo 101



Photo 102



Photo 103



Photo 104



Photo 105



Photo 106



Photo 107



Photo 108



Photo 109

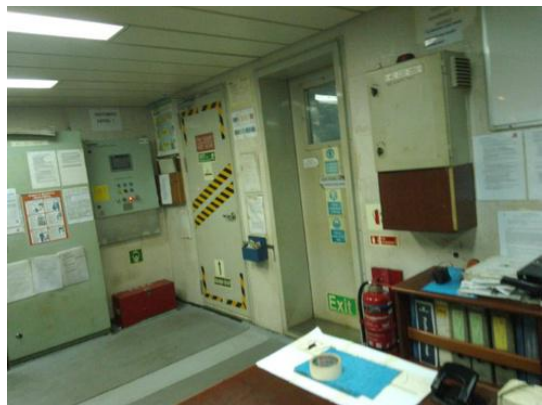


Photo 110



Photo 111



Photo 112



Photo 113



Photo 114



Photo 115



Photo 116



Photo 117



Photo 118



Photo 119



Photo 120



Photo 121



Photo 122



Photo 123

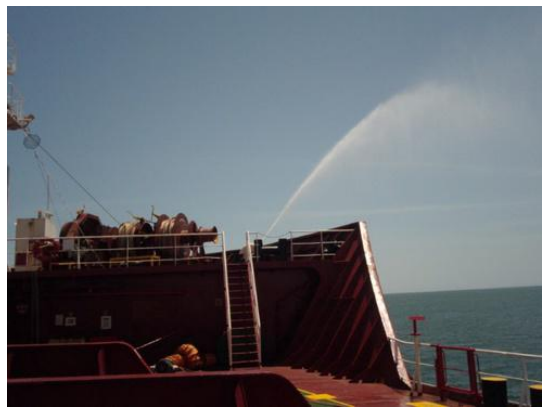


Photo 124

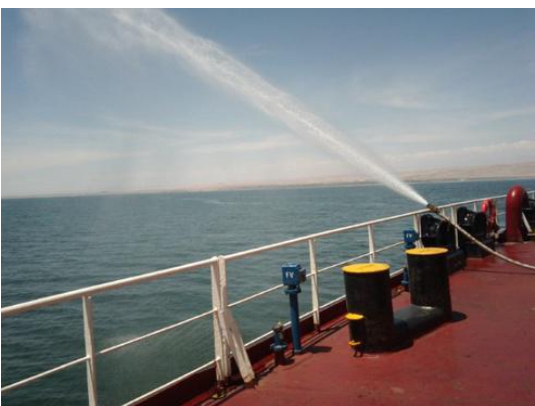


Photo 125



Photo 126



Photo 127

Date & Time	Tagname	Tag description	Func	eValue	Eng unit	Alarm
18-03-20 14:58:30.000	ENR FWD BILGE WELLS LEVEL HIGH	ENR FWD BILGE WELLS LEVEL HIGH	LAM	NORMAL		UMACK
18-03-20 14:58:30.000	CARGO TANK COMMON LEVEL HIGH	CARGO TANK COMMON LEVEL HIGH	LAM	NORMAL		ALARM
18-03-20 14:58:30.000	CARGO TANK COMMON CYCLES ALARM	CARGO TANK COMMON CYCLES ALARM	XA	NORMAL		ALARM
18-03-20 14:58:30.000	CARGO TANK COMMON LEVEL HIGH	CARGO TANK COMMON LEVEL HIGH	LAM	ALARM		ALARM
18-03-20 14:58:30.000	CARGO TANK COMMON BILGE WELLS ALARM	CARGO TANK COMMON BILGE WELLS ALARM	XA	ALARM		ALARM
18-03-20 13:01:08.366	COBNTV	NO.8 CARGO TANK VOLUME	VIAH	4004.3	m3	HIGH
18-03-20 12:50:28.366	COBNTV	NO.8 CARGO TANK VOLUME	VIAH	3999.1	m3	HIGH
18-03-20 12:40:12.366	COBNTV	NO.8 CARGO TANK VOLUME	VIAH	4004.8	m3	HIGH
18-03-20 12:30:00.366	COBNTV	NO.8 CARGO TANK VOLUME	VIAH	3999.1	m3	HIGH
18-03-20 12:19:48.366	COBNTV	NO.8 CARGO TANK VOLUME	VIAH	4000.2	m3	HIGH
18-03-20 12:09:36.366	COBNTV	NO.8 CARGO TANK VOLUME	VIAH	3999.1	m3	HIGH
18-03-20 12:00:00.366	COBNTV	NO.8 CARGO TANK VOLUME	PIAHL	37	mbar	LOW
18-03-20 11:50:00.366	COBNTV	NO.8 CARGO TANK VOLUME	VIAH	4000.6	m3	HIGH
18-03-20 11:40:00.366	COBNTV	NO.8 CARGO TANK VOLUME	VIAH	3997.8	m3	HIGH
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18-03-20 11:00:00.366	COBNTV	NO.8 CARGO TANK INERT GAS PRESS	PIAHL	37	mbar	LOW
18-03-20 10:50:00.366	COBNTV	NO.8 CARGO TANK INERT GAS PRESS	PIAHL	37	mbar	LOW
18-03-20 10:40:00.366	COBNTV	NO.8 CARGO TANK INERT GAS PRESS	VIAH	4001.3	m3	HIGH

Photo 128



Photo 129

File summary

- [A2c. Extension to Provisional Certificate & Letter to Port Authority \(Exp 02.03.2026\).pdf](#)
- [A3. DOC LIBERIA 09 OCT 2025.pdf](#)
- [A4. SMC Safety Management Certificate.pdf](#)
- [A5. ISSC Int'l Ship Security Certificate.pdf](#)
- [A6. Minimum Safe Manning Certificate.pdf](#)
- [A7. ITC International Tonnage Certificate \(1969\).pdf](#)
- [A8.1 CSR Doc No. 08.pdf](#)
- [A9. SHIP RADIO STATION LICENSE.pdf](#)
- [A10. SAFETY CONSTRUCTION CERT.pdf](#)
- [A11. SAFETY EQUIPMENT CERT.pdf](#)
- [A11.2. Record of Approved Cargo Ship Safety Equipment.pdf](#)
- [A11.3. SAFETY EQUIPMENT SUPPLEMENT FORM E.pdf](#)
- [A11.12. Record of Equipment for Cargo Ship Safety \(Form E\).pdf](#)
- [A12.1 SAFETY RADIO CERT.pdf](#)
- [A12.2. Record of Approved GMDSS Radio installation.pdf](#)
- [A12.12. Record of Equipment for Cargo Ship Safety Radio \(Form R\).pdf](#)
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- [A14.1 International Oil Pollution Prevention Certificate.pdf](#)
- [A14.2 IOPP Supplement Oil Tankers \(Form B\).pdf](#)
- [A14.4. OWS 15PPM 5 YEARS CERT.pdf](#)
- [A14.5 OWS Annual Calibration.pdf](#)
- [A15.1. IAPP CERT.pdf](#)

[A15.1a. IAPP SUPPLEMENT Record of Construction and Equipment - MARPOL Annex VI.pdf](#)
[A16.1 ISPPC Int'l SEWAGE Pollution Prevention Certificate.pdf](#)
[A18. ANTI-FOULING CERT.pdf](#)
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[A30. Addendum to the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk TYPE 3 \(b\).pdf](#)
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