

AR WATCHTOWER

PRACTICAL LEADERSHIP • TECHNICAL EXCELLENCE • INDEPENDENT MARINE ASSURANCE



FEATURED

- THE CHEAPEST SAFETY IMPROVEMENT
- GETTING RIGHTSHIP READY — APPROACHING & BOARDING THE VESSEL
- THE DEFECT BEFORE THE LEAK
- SEXUAL HARASSMENT AT SEA — ARE WE REALLY DOING ENOUGH?
- THE BEST INSPECTOR LEAVES NO FINGERPRINTS



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AR WATCHTOWER

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MANAGING EDITOR



Welcome to Edition 10 of AR WATCHTOWER, and thank you for taking the time to read it.

This edition covers a wide range of subjects, from simple improvements onboard to RightShip inspections, pollution incidents, crew welfare and Marine Warranty Surveying.

We start with something remarkably simple — safety markings made onboard from rubber sheet. No major expenditure, no specialist contractor, just a crew taking pride in its vessel and finding a practical way to improve visibility, consistency and emergency response. Sometimes the simplest ideas onboard are also the best.

We then begin our Getting RightShip Ready series. Part 1 starts exactly where an inspection starts — before the inspector has even entered the accommodation. Hull condition, markings, access arrangements, housekeeping and those first few minutes onboard can already tell an experienced inspector a great deal about the vessel.

We also look at two very different subjects with potentially serious consequences. Sexual harassment at sea is ultimately about leadership, trust and whether people onboard genuinely feel able to report something when it goes wrong. With pollution, one incorrectly operated valve can turn a routine shipboard operation into a MARPOL investigation involving the crew, Master and company.

Finally, we go behind the Certificate of Approval and look at Marine Warranty Surveying as it actually works — from defining the scope and reviewing the engineering through vessel suitability, offshore attendance and Management of Change. The certificate may be what everyone sees at the end, but most of the assurance work happens long before it is signed.

For me, that is what marine assurance should always come back to: understanding what is actually happening onboard and offshore, not simply what the paperwork says should be happening.

I hope you enjoy Edition 10.

Capt. Jeff Seale
Master Mariner | Managing Director
Aaron Right Pte. Ltd.

A simple onboard solution that improves safety, emergency response and vessel presentation—without expensive modifications. Safety improvements are often associated with expensive equipment, specialist contractors or major capital expenditure. During a recent vessel management project, however, I came across one of the simplest yet most effective safety improvements I have seen throughout more than 30 years at sea.

After completing the project, I spent around twenty minutes walking around the vessel photographing what I initially believed were professionally fabricated steel safety signs welded directly onto the ship.

Every marking looked permanent.

- Wheelhouse
- Battery Room
- Muster Station
- Restricted Area
- Emergency Switches
- Crane Safe Working
- Loads Operating Limits



THAT CONSISTENCY IS IMMEDIATELY NOTICEABLE.



Each sign had a raised, three-dimensional appearance. The lettering was exceptionally sharp, highly visible and looked as though it had formed part of the vessel since construction. It immediately caught my attention because it was unlike the painted stencils or vinyl stickers commonly found onboard. I asked the Third Officer who had manufactured them.

His answer surprised me. The lettering had been produced using ordinary rubber sheet. Individual letters were carefully cut, bonded onto properly prepared steel surfaces using industrial adhesive and then painted over as part of the vessel's normal coating system. The result was outstanding.

Unlike traditional painted stencils, the raised lettering remains clearly visible even after repeated maintenance painting. The edges stay sharp, the signs remain easy to read and there is none of the faded or uneven appearance that often develops over time. Sometimes the best ideas are also the simplest.

More Than Just Appearance It would be easy to dismiss these markings as cosmetic. They are anything but.

Every clearly identified space onboard contributes to safer operations. During an emergency, crews should never waste valuable seconds searching for an emergency isolation switch, the battery room, a restricted area, an emergency stop or the correct muster station.

Good safety marking improves far more than the vessel's appearance.

It improves familiarity for new crew members, assists contractors and visitors, supports emergency response and helps maintain consistency throughout the vessel. As inspectors, we often develop an impression of a vessel within the first few minutes onboard. Well-maintained safety markings immediately suggest that the crew pays attention to detail. Conversely, faded, inconsistent or missing identification can indicate declining standards elsewhere onboard.

First impressions matter. A Practical Improvement Any Vessel Can Make One of the most impressive aspects of this system is its simplicity. No specialist contractors. No expensive equipment. No major shipyard period. With basic materials, careful preparation and a crew that takes pride in its vessel, improvements can be carried out progressively during routine maintenance periods. The cost is minimal.

The long-term benefit is significant. Rather than ending up with a mixture of faded stencils, handwritten labels and different fonts applied over many years, the vessel achieves a consistent professional standard throughout. That consistency is immediately noticeable.



Every marking had a raised, three-dimensional appearance.

They looked exceptionally sharp, professional and, more importantly, were highly visible from a distance. Then the Third Officer showed me how they had actually been made.

They're cut from rubber sheet, bonded onto properly prepared steel surfaces using industrial adhesive, then painted over as part of the vessel's coating system.

The result is a durable, raised marking that avoids stencil bleed, uneven paint edges and the faded appearance often seen after repeated maintenance. It's such a simple idea, yet incredibly effective.

A CLEAN, UNDERSTATED ENDING HAS MORE IMPACT



ACCOMMODATION DEFICIENCIES

A TRUE REFLECTION OF LIFE ONBOARD



GETTING RIGHTSHIP READY

Part 1 – Approaching & Boarding the Vessel

A practical inspection guide based on RightShip RISQ Version 3.2 and real onboard inspection experience.

Introduction Preparing for a RightShip inspection is far more than gathering certificates and cleaning the vessel. It requires a systematic review of the ship, its equipment, documentation and crew readiness. This series has been developed to help Masters, officers, superintendents and marine inspectors prepare for a RightShip inspection using a structured inspection sequence based on RISQ Version 3.2. Rather than reproducing the RISQ questionnaire, each section provides practical inspection guidance together with verification checklists developed from the RISQ inspection philosophy and practical onboard inspection experience.

Each edition of Watchtower will cover one stage of the inspection until the complete inspection process has been presented.

The first ten minutes onboard often create the strongest impression of a vessel. Before entering the accommodation, take time to observe the vessel's presentation, hull condition, access arrangements and general housekeeping. These observations frequently indicate the overall maintenance standard onboard.





Hull Markings

Hull markings clearly visible, legible and painted in contrasting color, including:

✓	Marking
☐	Ship's Name
☐	Port of Registry
☐	IMO Number
☐	Load Line Marks
☐	Draft Marks
☐	Thruster Warning Markings
☐	Tug Push Points
☐	Bulbous Bow Markings

Verification Checklist

☐	Item
☐	Ship's Name clearly visible and correctly marked.
☐	Port of Registry correctly displayed.
☐	IMO Number permanently marked and legible.
☐	Load Line Marks correctly marked and clearly visible.
☐	Draft Marks legible on both port and starboard sides.
☐	Thruster Warning Markings clearly displayed (where fitted).
☐	Tug Push Points clearly identified (where applicable).
☐	Bulbous Bow Markings correctly displayed (where fitted).
☐	All mandatory hull markings painted in contrasting colour.
☐	No faded, missing, obscured or damaged markings.
☐	Markings consistent with statutory certificates and vessel particulars.
☐	Recent painting or repairs have not obscured mandatory markings.

Ship's Hull

Ship's hull clean and well maintained, free from significant corrosion, structural defects, extensive coating breakdown and excessive marine growth.

Verification Checklist

☐	Item
☐	Hull plating free from significant corrosion and excessive wastage.
☐	No visible structural damage, buckling, fractures or deformation.
☐	Coating system maintained with no extensive breakdown or widespread rusting.
☐	No temporary repairs, doublers or inserts without Class approval.
☐	Marine growth not excessive and consistent with the vessel's trading pattern.
☐	Shell plating free from significant indentations or contact damage.
☐	Evidence of recent grounding, allision or impact identified and, where applicable, supported by Class documentation.
☐	No active leaks, staining or indications of structural failure.
☐	Hull condition consistent with the vessel's age, maintenance programme and Class status.
☐	Overall presentation demonstrates a satisfactory standard of maintenance.



YOU DO NOT WANT TO SEE THIS



Superstructure

Superstructure clean and well maintained, free from significant corrosion, coating breakdown, structural damage, temporary repairs and evidence of poor maintenance.

Superstructure Checklist

✓	Item
☐	External structure free from significant corrosion and excessive wastage.
☐	No visible structural damage, buckling, distortion or fractures.
☐	Coating system maintained with no extensive breakdown or widespread rusting.
☐	No unauthorised temporary repairs, doublers or welded patches.
☐	Deckhouse, mast structures and platforms in satisfactory condition.
☐	Handrails, ladders, walkways and guardrails secure and free from defects.
☐	Doors, hatches, windows and portholes maintained in good condition and weather/watertight where applicable.
☐	Vent heads, air pipes, sounding pipes and associated fittings in good condition.
☐	No evidence of leaks, staining or deterioration indicating poor maintenance.
☐	Overall presentation reflects a satisfactory standard of maintenance and housekeeping.

Access to the Vessel

Safe means of access provided in accordance with statutory requirements. Accommodation ladder and/or gangway correctly rigged, maintained, marked and suitable for the vessel's berth and tidal conditions.

Verification Checklist

✓	Item
☐	Safe means of access provided from berth to vessel.
☐	Accommodation ladder and/or gangway correctly rigged.
☐	Bottom platform securing pins fitted.
☐	Safety net correctly rigged where required.
☐	Adequate lighting provided.
☐	Lifebuoy with buoyant line and selfigniting light positioned at the access.
☐	Access arrangement suitable for the vessel's freeboard and tidal conditions.
☐	Safe Working Load (SWL) clearly marked.
☐	Maximum permitted number of persons displayed.
☐	Operating angle within manufacturer's/SOLAS limits.
☐	Lower platform SWL marked (where fitted).
☐	Handrails, stanchions and safety chains correctly fitted.
☐	Walking surface free from damage, excessive wear and slip hazards.
☐	Annual thorough examination completed.
☐	Valid 5-year load test certificate available.
☐	Winch, wires, sheaves and securing arrangements in satisfactory condition (where fitted).
☐	Access arrangement incorporated into the vessel's PMS.





Security & Emergency Information

Security access effectively controlled. Visitors are identified, logged and made aware of the vessel's emergency procedures. Muster List and Fire Control Plan are ship specific, current and prominently displayed.

Verification Checklist

✓	Item
☐	Access to the vessel controlled in accordance with the Ship Security Plan.
☐	Visitor log maintained and visitor identification issued where applicable.
☐	Visitors escorted where required.
☐	Visitors receive a safety briefing before proceeding onboard.
☐	Emergency alarm signal explained to visitors.
☐	Muster station advised to visitors.
☐	Emergency escape routes explained where appropriate.
☐	Muster List is ship specific
☐	Muster List reflects the current crew and emergency duties.
☐	Muster List prominently displayed at required locations.
☐	Fire Control Plan current and legible.
☐	Fire Control Plan accurately reflects the vessel's present arrangement.
☐	External Fire Control Plan available for shore emergency responders.
☐	Emergency contact information and emergency organization clearly displayed where required.

Disclaimer This guide has been developed as an educational aid based on RightShip RISQ Version 3.2 together with practical onboard inspection experience. It is intended to assist vessel operators in preparing for inspections and should be read in conjunction with the latest applicable RightShip RISQ, statutory requirements and company procedures. Next Edition

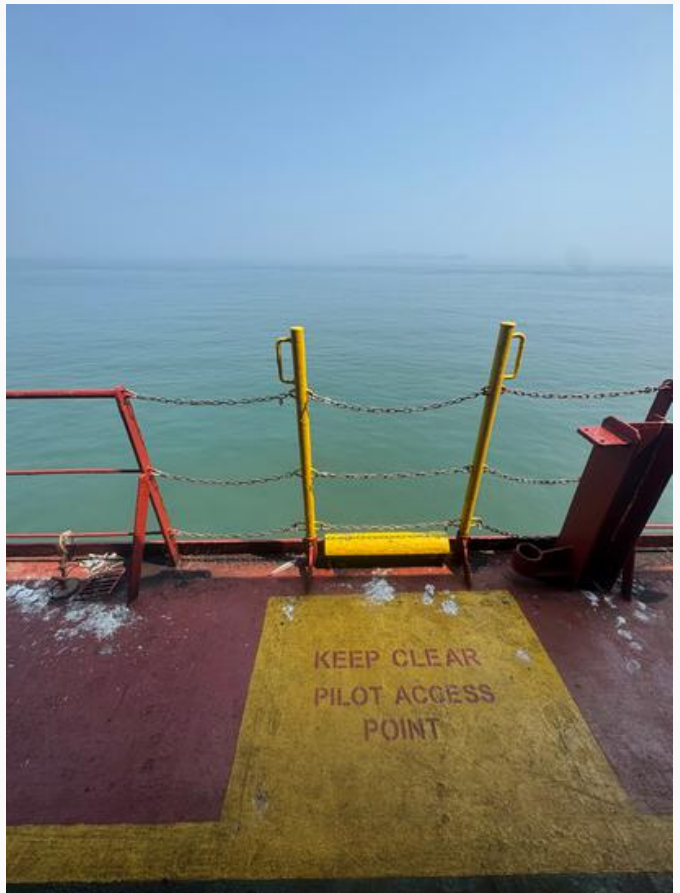
Part 2 – Documentation with the Master We'll review:

- Statutory certificates
- Class records
- Crew certification
- ISM documentation
- Company procedures

The first questions an experienced RightShip inspector asks after boarding

Next Edition Part 2 – Documentation with the Master We'll review:

- Statutory certificates
- Class records
- Crew certification
- ISM documentation
- Company procedures
- The first questions an experienced RightShip inspector asks after boarding



1. The top guard chain should be approximately 1.0 metre above deck level, securely rigged, properly tensioned and maintained in good condition.



2. During a routine deck inspection, a forward dewatering valve was found in the open position while the vessel was alongside. The operating instruction attached to the valve clearly stated: KEEP THIS VALVE CLOSED AT PORT – OPEN AT SEA



When trust is broken, the consequences extend far beyond one victim.

A ship's Master holds the highest position of trust onboard. That authority exists to lead, protect, mentor and ensure the safety and welfare of everyone under their command. The recent guilty plea of a former cargo ship Master for drugging and sexually assaulting a U.S. Merchant Marine Academy cadet has once again highlighted one of the most serious issues facing our industry. It was not simply a criminal act—it was a profound abuse of trust, authority and professional responsibility.

Unfortunately, this is not an isolated case.

Several years ago, a similar incident involving a Master and a female officer in South Korea attracted significant attention. While the Master was dismissed, the reported response from the company was to stop employing female seafarers rather than address the failures that allowed the misconduct to occur. If true, such a response shifts the burden onto potential victims instead of addressing the behaviour that caused the harm.

Every cadet and every seafarer has the right to work in an environment free from harassment, intimidation and abuse. They should never fear the person responsible for their safety, training or career development.

The shipping industry has made meaningful progress. Most companies now have clear policies, reporting procedures and statements of zero tolerance. These are important steps, but policies alone do not create a safe workplace. Culture does.

The real test comes when a junior cadet, trainee or rating needs help. Would they feel confident reporting misconduct involving a senior officer? Would they believe they would be protected? Would someone ashore answer the phone at two o'clock in the morning?

These are the questions every company should be asking.



Supporting Seafarers

Where an incident is reported, priorities should include: Ensuring the individual's immediate safety. Providing access to confidential reporting channels outside the ship's chain of command. Conducting prompt, impartial and confidential investigations. Offering appropriate welfare and psychological support. Maintaining procedural fairness for all parties throughout the investigation. The objective is not only to respond effectively after an incident, but to build a culture in which misconduct is less likely to occur and people feel able to report concerns without fear.

Questions Every Company Should Consider

Does every crew member know how to bypass the ship's chain of command if necessary? Is a confidential reporting service available 24 hours a day? Are cadets specifically briefed on safeguarding procedures before joining a vessel? Do Masters and senior officers receive practical leadership and safeguarding training, not just policy awareness? Are lessons from incidents shared across the company to strengthen prevention? The overwhelming majority of Masters and senior officers are dedicated professionals who take their responsibilities seriously. Their reputation is damaged every time someone abuses the authority entrusted to them. Ultimately, protecting seafarers requires more than policies displayed on noticeboards. It requires leadership, accountability and a culture where every person onboard is treated with dignity and respect.

Every seafarer deserves to feel safe at sea.

Every company should ask itself one question

If one of your cadets needed help at 0200 in the middle of the Pacific tonight, would they know exactly who to call—and would someone answer?

Support Available International Seafarers' Welfare and Assistance Network (ISWAN)

<https://www.iswan.org.uk>

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When an Oil Sheen Appears, Everything Changes

The moment an oil sheen is observed alongside a vessel, the focus immediately shifts from routine shipboard operations to a potential pollution investigation.

Questions are no longer limited to what happened.

Authorities begin asking:

- Was the discharge authorised?
- What was the source of the pollution? Was MARPOL violated?
- Who authorised the operation? Which valves were operated?
- Were approved procedures followed? Were Oil Record Books or other records completed correctly?
- Was the incident reported immediately?
- Was there negligence, recklessness or deliberate misconduct?

The answers to these questions often determine whether the matter remains an operational incident or escalates into criminal proceedings.

How a routine operational error can become a MARPOL prosecution.

During a recent attendance onboard a bulk carrier alongside discharging cargo, an oil sheen was observed rapidly developing on the water alongside the vessel. A prompt investigation identified the source. A cargo hold bilge was being discharged directly overboard. Fortunately, the discharge was stopped before it developed into a significant pollution incident. Had it continued for only a short period longer, the outcome could have been very different. The incident serves as an important reminder that environmental pollution is not simply an operational failure or a breach of company procedures. It is a matter of international law, national legislation and, in many jurisdictions, criminal liability.

The Legal Consequences

An unauthorised overboard discharge may expose the vessel, the company and individual seafarers to serious legal consequences, including: Criminal prosecution under national environmental legislation. Violations of MARPOL Annex I and applicable domestic laws implementing the Convention. Detention of the vessel pending investigation. Significant financial penalties imposed on both the company and responsible individuals. Civil claims for pollution response, environmental remediation and economic losses. Suspension or withdrawal of operational approvals. Increased Port State Control inspections and regulatory oversight. Reputational damage affecting the shipowner, manager, charterer and commercial relationships. Insurance implications, including potential recovery actions where negligence or wilful misconduct is established.

In serious cases, particularly where pollution is deliberate, concealed or results in significant environmental harm, Masters, Chief Engineers and other responsible personnel may face criminal charges, substantial fines and imprisonment, depending on the jurisdiction.



The Investigation Begins Immediately

- Once pollution is suspected, investigators may seek to secure evidence without delay, including:
- Oil Record Books and associated logbooks.
- Ballast, bilge and cargo records.
- Valve line-up and piping arrangements.
- Engine room and cargo control system data.
- Closed-circuit television (CCTV) recordings where available.
- Electronic records, alarms and automation history.
- Crew statements and witness interviews.
- Oil samples from the water and onboard systems.
- Photographs, videos and drone imagery.

Investigations frequently extend beyond identifying who opened a valve. They examine whether the vessel's Safety Management System was effectively implemented, whether supervision was adequate, whether risk assessments were completed and whether the company's environmental management systems were functioning as intended.

A Small Decision with Major Consequences

Major pollution prosecutions rarely begin with catastrophic spills. More often, they begin with a seemingly routine task.

- A valve left open.
- An incorrect line-up.
- A misunderstanding of the discharge arrangement.
- A procedure not followed.
- A shortcut taken to save time.

The visible oil sheen is often only the final symptom of a much deeper breakdown in operational discipline.

Watchtower Insight

Environmental prosecutions are seldom based solely on the fact that pollution occurred. Authorities increasingly examine why it occurred, whether it was reasonably preventable, whether due diligence was exercised, and whether the company and vessel demonstrated effective environmental management. The legal consequences often extend well beyond the individual who operated the valve, exposing the Master, senior officers, ship manager and company to regulatory, civil and criminal scrutiny.



BEYOND THE CERTIFICATE OF APPROVAL A PRACTICAL GUIDE TO MARINE WARRANTY SURVEYING FROM PROJECT AWARD TO OFFSHORE EXECUTION

The Marine Warranty Survey Contract

Many projects fail before engineering even begins because the scope of the Marine Warranty Survey is poorly defined.

A technically sound MWS contract should clearly identify:

- Scope of work.
- Applicable industry standards.
- Approval authority.
- Deliverables.
- Hold points.
- Attendance requirements.
- Communication protocol.
- Responsibilities of each party.
- Management of Change requirements.

One of the first responsibilities of the Marine Warranty Surveyor is understanding exactly what has been contracted and, equally importantly, what has not.

Engineering Document Review

No Marine Warranty Survey begins offshore. It begins inside engineering drawings.

Typical reviews include:

- Tow analysis.
- Stability calculations.
- Ballast plans.
- Seafastening design.
- Lift analyses.
- Mooring analyses.
- Structural calculations.
- Operational procedures.
- Risk assessments.
- Contingency plans.
- Weather limitations.
- Metocean criteria.

The objective is not to redesign the engineering but to independently verify that the proposed operation can be executed safely within the defined criteria.

.Kick-Off Meeting

The kick-off meeting establishes the technical framework for the project. It should never become a routine introduction.

Key objectives include:

- Understanding the engineering philosophy. Reviewing the marine spread. Confirming responsibilities.
- Identifying critical interfaces.
- Agreeing document review schedules.
- Establishing communication channels.
- Identifying critical milestones.
- Defining Management of Change procedures.

Most future disputes can be traced back to assumptions made during the early stages of the project.

Vessel Suitability Assessment The selected vessel must be suitable for the intended operation.

Typical considerations include:

- Classification status.
- Flag compliance.
- Statutory certification.
- Stability characteristics.
- Deck strength.
- Crane capability.
- DP capability (where applicable).
- Bollard pull.
- Accommodation.
- Maintenance condition.
- Previous operational history.

Suitability extends well beyond having valid certificates.

Resources & Competence

Equipment can be hired. Competence cannot.

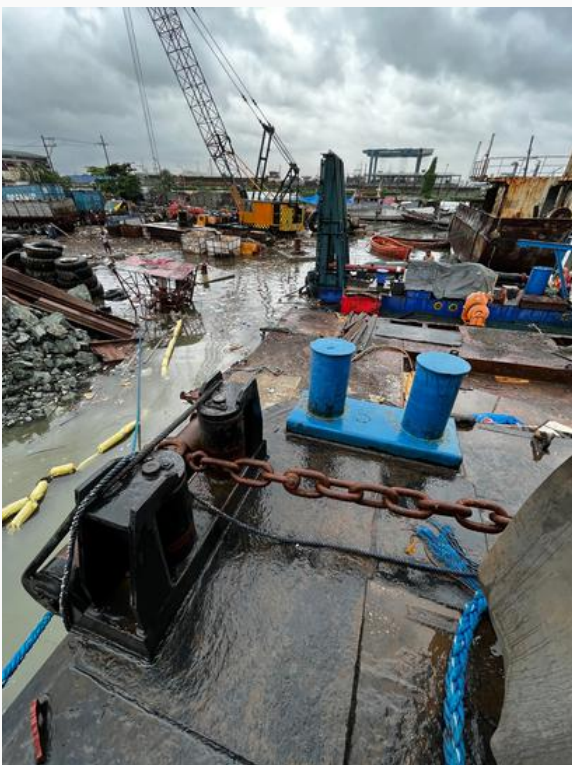
Successful projects depend upon experienced people including:

- Masters.
- Marine Superintendents.
- Barge Masters.
- Offshore Managers.
- Crane Operators.
- Rigging Supervisors.
- Tow Masters.
- Project Engineers.

Competence remains one of the strongest barriers against major incidents.

Certificate of Approval

The Certificate of Approval is frequently misunderstood. It is not permission to proceed regardless of circumstances. It confirms that, at the time of issue, the agreed technical requirements, engineering assumptions and specified conditions have been satisfied. Should those conditions change, the validity of the approval may require reassessment.



Attendance During Marine Operations

The Certificate of Approval is not the survey.

Typical attendance may include:

- Load-out.
- Ballasting.
- Jacking operations.
- Heavy lifts.
- Sea fastening verification.
- Sail-away.
- Tow connection.
- Departure.
- Arrival.
- Float-over.
- Installation.

The Marine Warranty Surveyor continuously verifies that execution remains consistent with the approved engineering.

Management of Change

No project proceeds exactly as originally planned.

Changes may involve:

- Equipment substitution.
- Additional weight.
- Weather delays.
- Revised tow route.
- Alternative tug.
- Different crane.
- Modified procedures.
- Personnel changes.

Every change should be assessed against the original engineering basis.

The most dangerous phrase on any project remains: "It's only a small change."



Offshore Reality

Engineering calculations assume defined conditions.

Reality introduces:

- Weather deterioration.
- Equipment breakdown.
- Delays.
- Fatigue.
- Communication failures.
- Commercial pressure.
- Human error.

Professional judgement bridges the gap between engineering assumptions and operational reality.

Lessons Learned

Every completed project should conclude with a formal technical review.

Questions should include:

- What worked well?
- Which assumptions proved incorrect?
- Were contingency plans effective?
- Were engineering margins appropriate?
- Were hold points correctly identified?
- Were communications effective?
- Were Management of Change procedures followed?
- What should be improved before the next project?

Lessons learned are one of the most valuable deliverables of any Marine Warranty Survey.

MARINE WARRANTY SURVEYING IS NOT ABOUT PREDICTING THE FUTURE. IT IS ABOUT ENSURING THE OPERATION IS READY FOR IT.

Marine Warranty & Offshore Guidance

- DNV-ST-N001 – Marine Operations and Marine Warranty: Primary standard for planning, engineering, verification and execution of marine operations.
- DNV Recommended Practices (RP): Technical guidance supporting marine engineering, transportation, lifting and offshore operations.
- DNV-RP-H103 – Modelling and Analysis of Marine Operations: Guidance for numerical modelling, motion analysis and engineering assessment of marine operations.
- IMCA Guidance Documents: Offshore industry best practice for marine operations, lifting, Dynamic Positioning (DP), diving and offshore construction.
- OCIMF Publications: Guidance for tanker operations, mooring systems, offshore terminals and marine assurance.
- IOGP Guidance: Recommended practices for offshore energy projects, project assurance, risk management and operational integrity.
- Project-Specific Engineering Documentation: Approved procedures, engineering calculations, Marine Operations Manual (MOM), lift plans, tow analyses, stability calculations, risk assessments and Management of Change (MoC) documentation.

THE BEST MARINE WARRANTY SURVEY IS RARELY REMEMBERED. IT'S THE ONE WHERE NOTHING WENT WRONG.

ABOUT AARON RIGHT PTE. LTD.

MARINE ASSURANCE FOR HIGH-CONSEQUENCE OPERATIONS



Aaron Right provides independent marine assurance, Marine Warranty Surveying, vessel inspections and technical advisory services to the maritime, offshore and energy industries. Operating across Singapore, South Korea and South Africa, the company supports clients in the planning, verification and execution of high-consequence marine operations.

Headquartered in Singapore, with operational presence in South Korea and South Africa, the company supports clients where technical, commercial and legal considerations intersect.

Assignments include marine warranty surveys, DP assurance, vessel inspections, casualty investigations, technical due diligence, owner representation and operational risk reviews.

The objective is not to complete a checklist. The objective is to understand risk and verify operational reality.



CORE SERVICES

- Marine Warranty Surveying (MWS) & Marine Operations Assurance
- DP Assurance, FMEA, Trials & Capability Verification
- Vessel Condition, Suitability & Pre-Purchase Surveys
- RightShip, Vetting, eCMID & Inspection Readiness
- Casualty Investigation, Damage Surveys & Expert Reporting
- P&I, H&M & Marine Claims Survey Attendance
- Towage, Heavy-Lift & Project Marine Assurance
- Shipyard, Dry-Dock & Newbuilding Representation
- Technical Due Diligence & Owner Representation
- Offshore & High-Consequence Marine Operations Support



CREDENTIALS & TECHNICAL CAPABILITY

- ISO 9001 | ISO 14001 | ISO 45001 Certified
- INTERCARGO Associate Member
- RightShip Inspection & Vetting — Accredited Inspectors with 20+ Years' Experience
- IMCA Accredited eCMID Inspectors
- Master Mariners, Marine Engineers & Technical Specialists
- DP Assurance, FMEA & Offshore Marine Specialists
- Marine Warranty Surveyors & Marine Operations Specialists
- Casualty, P&I, H&M & Damage Survey Expertise
- Bulk Carrier, LNG, Offshore & High-Risk Marine Experience
- International Survey, Inspection & Marine Assurance Capability

ABOUT AR WATCHTOWER

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