

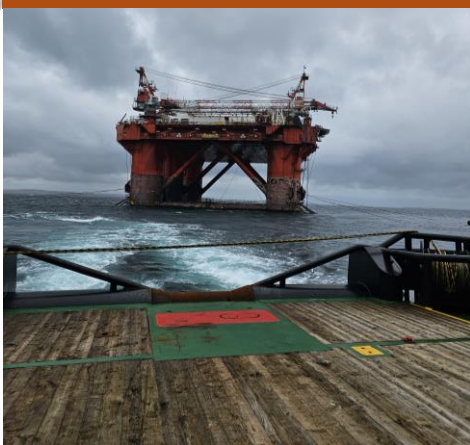
WORKBOAT CODE 3 – KEY INFORMATION

Workboat Code Edition 3 came into force in **December 2023**. Existing vessels must transition to the new code **by their next renewal survey or no later than 13 December 2026**.

Many large charterers and project clients are already beginning to **prioritise vessels compliant with Workboat Code 3**, particularly in offshore wind and marine construction sectors.

Operators who delay preparations may face **limited survey availability, additional modification costs, or difficulty securing charter work**.

Preparing early helps ensure vessels remain **compliant, operational, and competitive**.



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READY FOR WORKBOAT CODE 3?

Looking for a pre-inspection?

Many operators are now preparing their vessels for **Workboat Code Edition 3**. Existing vessels operating under previous codes must transition to the new code **by their next renewal survey or no later than 13 December 2026**. While that may sound some way off, many operators are already beginning preparations to avoid delays when booking inspections.

A large number of vessels receive observations during inspection simply because of small issues that could have been identified and corrected beforehand.

Q: What is a pre-inspection check?

A: It is a practical onboard review carried out before the official inspection. The aim is to identify obvious non-compliances so they can be corrected in advance.

Q: What kind of things are checked?

A: Typical checks include items such as emergency stop locations and labelling, snap-back zone markings on deck, safety signage, engine room housekeeping, documentation such as Oil Record Book entries, and other common Workboat Code requirements.

Q: Is this the same as a class or MCA inspection?

A: No. This is not a statutory survey. It is simply an independent practical review designed to highlight potential issues before the official inspection takes place.

“Many vessels fail inspections over small details. Identifying and correcting them early can save significant time and disruption to operations.”

WHY CONSIDER A PRE-INSPECTION?

For **CTVs, multcats, and other workboats**, downtime is expensive. A short onboard review can help ensure the vessel presents well for inspection and reduce the likelihood of delays, repeat visits, or observations.

The aim is simple: identify small problems early so they can be corrected **before the official surveyor steps onboard**.

contact for a quote

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