(Fwded by one of our friends)

Date: 03.Sep.2024

Place: Nipah Anchorage, Indonesia

Chevron SIRE 2.0.

Total time: Around 10 hours

Inspector boarded in the morning and started his tablet near gangway only..

After being briefed by gangway crew, asked him about various alarms on ship like general emergency, fire alarm...asked abt which cargo you hv onboard

Then to the master's cabin & started opening meeting with SMT...

Started with ship certificates...

In between asked abt the cyber security manual & procedures.

Ship's defect list if any...cross questioning in that...

On bridge...company procedures to operate RADAR/ARPA

Echo sounder alarm settings

VDR data recovery procedure

Thoroughly checked passage plan

GMDSS logbook

UKC policy & some other normal questions

Then to CCR...asked about last decanting ODME printout

Desloping receipts

Gas meter calibration... checked calibration of one meter

Checked all gas measuring equipments including drager pumps

FGDS...if any alarms

Checked cargo plan & SSSCL thoroughly

Manual reference to pressure settings

Simulation of pressure alarms

Manual reference to use of respiratory equipments in cargo operations

Manual reference to trainees not allowed to use moorings without supervision

Manual reference for daily work planner

Last COW records & checked port log too for O2 checks entry...

Basic cross questioning to duty officer

IG not working procedure & manual reference

Pump room checks PMS

& Sone other normal questions

Then to Galley.

Asked chief cook Abt firefighting equipment' s in galley

Deep fat fryer maintenance & who is doing it

Then to deck & pump room

General rounds & sone basic cross questioning like PV breaker, mast riser, IG nrv maintenance schedule in PMS

Checked lifeboat engines

Rescue boat engines

Paint room sprinkler system tried

Checked condition of one ballast tank

Checked operation of deck machinery like winches

Then to ECR...

Checked logbook thoroughly

Bunker checklist

Various equipments & PMS

Asked some basic questions to oiler in smoke room like boat station... emergency alarms etc.

Anything he asked...he asked with reference from manual

Checked less things as compared to VIQ 7 inspection but checked thoroughly...

Questions asked by SIRE 2.0 Inspector

1. Emergency DG should supply power for how many hours. Who/what decides its 18 and not 19 or 17.

2. Steering gear reserve tank gauge. How much is it supposed to be.

3. In case of flooding in ER what is the first action

4. Running AE stops/trips. What happens next. (what is time taken by emergency DG to come on load vs Stby DG to come on load)

5. Why is rudder movement checked from 35-0-30 and not 35-0-35

6. Steering gear failure from bridge. What action will be taken

7. Bridge telegraph not operational. What action to be taken.

20 mins of questioning in ECR of 2AE and 1AE

And similarly in CCR of COF

Please note below all data I received till date.

Fellow Seafarers :

keep updating and sending the materials as it will help all of us onboard and those on ashore to deal with new inspection

Also note there are 3 groups oil, chemical and gas for SIRE 2.0,

As checklist is same only cargo part is different will divide it afterwards. For now will share same data to all 3 groups.

Also main point behind having these 3 group to avoid overloading.

SIRE 2.0 questions and answers

1. Emergency DG should supply power for how many hours. Who/what decides its 18 and not 19 or 17.

As per SOLAS minimum 18 hours is required to supply uninterrupted power

2. Steering gear reserve tank gauge. How much is it supposed to be.

- one complete charge

3. In case of flooding in ER what is the first action

- Inform Bridge and raise Engineer call Alarm , Bridge will activate the general Alarm

4. Running AE stops/trips. What happens next. (what is time taken by emergency DG to come on load vs Stby DG to come on load)

- 1 Standby AE will come onload , if it doesn’ t come then 2 AE will come onload , above sequence will happen within 45 sec , if incase both AE fail to start Emg gen will come onload with 45 sec

5. Why is rudder movement checked from 35-0-30 and not 35-0-35

- as per SOLAS requirement hard steering Moment is considered 65 degree and within 28 sec,

Reason is as the rudder angle progresses closer to 35 degree the hunting gear pump stroke will start reducing and after 30 degree it will be close to zero so evaluating actual movement time will not be correct

In case emergency steering 15 degree P to degree 15 S (30 degree travel) within 60 sec with Ship Speed equal or greater than 7 knots

6. Steering gear failure from bridge. What action will be taken

- changeover steering motor and Auto pilot , still problem persist , Changeover to NFU mode if not resolved CO to hand steering , but still not resolved changeover to

Emergency steering , communication and heading to be checked and follow steering movement as per the order

7. Bridge telegraph not operational. What action to be taken.

Match the telegraph with engine room telegraph and changeover the controls from bridge to engine room , inform CE immediately

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Recently one vessel had sire 2 .0

Following points, we got

1) None of the engineers had shore based engine room management simulator course which was valid within the last 5 years

2) none of the engineers had engine room resource management course certificate which was valid within last 5 years

3) one of my oilers couldn't answer the surveyor in English

4) master was not aware of seemp part 1 , 2 , 3

5) passage plan didn't include room watch level on various stages

6)superintendent last inspection report didn't include the review of seemp part 1, 2, 3

7)fitter not aware of how to make risk assesment

8)company's sms does not include simultaneous operations planing procedure in place

9) chief engineers standing orders doesn't include list of alarms when chief engineer is to be called .

10) chief engineers standing instruction does not include procedure to transfer lube oil , ums period

11) 4e doest know how to calibrate multigas meter

Anything and everything he ask . He want reference from sms manual.

Conclusion:

1.Keep you sms sections handy to show inspector make some notes on that to avoid these points

2. Train you ratings more engage them in tool box meetings and training’ s

It’ s very hard to close points with SiRE 2.0 they want evidence for each and every observations.

Questions Sire 2.O with IMRAN KHAN

LOCAL PROCEDURES AS PER COMPANY FORM

Range of aldis lamp.

Echo sounder alarm limit at open sea. And Company policy

logging of Changing of depth alarms in echo sounder.

What margin is considered safe as per company policy between both gps if positions are not same.

Maitaince of GPS

Using GPS 1 Or GPS 2 input sensor In ecdis/radar and how frequent we check both input sensor working well.

Last system/software update of ecdis

Presentation library and edition

Passage plan checks

BWL as per legs and BWL /ERWL explanation

RADAR PERFORMANCE CHECK AND LOG KEEPING

GMDSS LOG CHECK

WHAT MODE SHOULD BE

RADAR KEPT AT ALL THE TIMES

EXPLANATION

GROUND STABILIZATION/SEA STABILIZATION

WHY WE USE STW

VIABILITY CRITERIA

HOW FAR WE CAN SEE TO THE VISIBLE HORZION IF WE ARE AT SEA LEVEL OR AT THE BRIDGE

CALIBRATION OF GAS METERS

WHY WE USE HIGH LEVEL/OVERFILL DURING DISCHARGING OPERATION

WHAT IS COLD START

CARGO TANK VENTING SETTINGS IN ALL MODES.

WHICH READING OF O2 IS MORE DANGEROUS AND UNSAFE IF GAS METRE SHOWS 19.5 or 23.

UKC POLICY

SHALLOW WATERS AND COASTAL WATER DEFINITION.

ACTION IN CASE OF COURSE RECODER FAILURE AND COMPANY REQUIREMENT

NAV LIGHTS MAINTAINCE AND TESTING SCHEDULE

Sire 2.0 Inspection

Remark: 1. In AC room Lifting angle....No SWL was mark.

2. Forpeak store no checklist procedure...this is on company..

Question asked

Pumpman: lifeboat procedure, enclose space permits and explain every how many minutes you will report and after how many minutes gas check will be carried out in enclose space. COPT trips location

3rd officer: was asked in the emergency generator room to explain how to start an emergency generator .

2nd Engineer: was asked to explain how emergency steering and how he will take control etc.

Below list the inspector noted but did not write in his report ..

galley comutator do not use in the port was not marked...

3 lamps were bursted around the accommodation

One gauge was faulty on the pump ...same was correcte

On September 19th,

Sire 2.0

we had two observations. The first is that the safety latch on the pumproom davit hook is not self-locking. The second is that the oily water separator (OWS) screen in the engine room is burnt out.

Inspector Captain Tallat

He will activate the tab at gangway and then will determine what questions he has and for whom.

The inspector was quite thorough but didn't go too deep into any issues. Overall, it depends on the inspector who comes for the vetting.

He mostly asked general questions and didn’ t dive into specifics. For example, he asked a few questions about the equipment on the bridge and wanted to know about the maintenance of fire extinguishers from the galley staff.

He also inquired about what to do if the cargo tanks experienced overpressure and what to do if the IG system fails. However, he didn't ask much else from the duty officer in the CCR.

NATURE OF OBSERVATION: There were errors in HVPQ 5.3.1.4 and 10.1.4. This observation was rectified during the inspection.

REF: 2.8.1

- There was no company policy for the Personal Transfer Basket (PTB) retirement or manufacturer’ s recommendations.

REF: 4.1.1

SSSCL Part. 7 pre-transfer checklists for Item. 97 "the Inert gas system delivering Inert gas with oxygen content not more than 5.0%" agreed with shore and the Nitrogen generator was operating for cargo tank inerting at the time of inspection. However, Part 8.

repetitive check item 8. "Inert gas system pressure and oxygen recording operational" and Item. 9 "Inert gas system and all associated equipment are operational" were ticked as "N/A" for every 2 hours repetitive checks from 2000 hours on 19 Sept 2024 to 1600 hours on 20 Sept. 2024. OP showed records of N2 generator oxygen content monitoring every 2 hours recorded in the Port log during closing meeting.

REF: 8.99.2

OP did not monitor the proper execution of SSSCL Part 8. repetitive check items 8 & 9 by duty officers during the cargo discharging operation.

REF: 8.99.2

The vessel's mooring winches brake test was last carried out on 30 Jan. 2024. However, the hydraulic jack pressure gauge had not been calibrated before use and the last calibration certificate was not available on board at the time of inspection.

REF: 9.1.1

There was no company procedure for the calibration requirement of the hydraulic jack pressure gauge for mooring winch brake

test kit carried onboard.

REF: 9.1.1

For Bridge : (Shared msg from other group)

Sure, here is a comprehensive answer to all the questions:

1. Company Procedures for CPA/TCPA:

CPA (Closest Point of Approach) and TCPA (Time to Closest Point of Approach) values should be set based on company procedures, considering traffic density, proximity to land, and vessel speed. Common settings are around 1-2 NM for CPA and 10-12 minutes for TCPA, but can vary depending on the specific situation and the vessel's operating area.

The Officer of the Watch (OOW) must adjust these settings as required during the voyage and inform the Master if necessary.

2. How to Update ECDIS:

ECDIS is updated via official electronic navigational chart (ENC) providers such as AVCS or Primar. Updates can be downloaded over satellite or manually via CDs or USB. It is crucial to regularly apply the latest chart corrections (NTMs) to ensure navigational safety.

Always verify the ECDIS status and confirm the latest edition numbers on both ECDIS units if the ship is equipped with dual ECDIS.

3. ECDIS – Detailed Checks on the Voyage, Markings on Charts, Position Verification Frequency, and Manual Fixes:

Voyage Checks: Before departure, ensure the voyage plan is loaded correctly and that the route is verified for safety contours, no-go areas, and potential hazards.

Markings on Charts: Manual markings for danger zones, no-go areas, and special zones should be clearly placed on ECDIS and, if applicable, on paper charts.

Position Verification: Regular manual position verification is required, especially in coastal areas or in high-risk zones. The frequency of fixes depends on the navigational situation (e.g., every 30 minutes in coastal areas or more frequently during high-risk operations).

Manual Fixes: Use visual bearings, radar ranges, or celestial navigation for position verification, and ensure to cross-check the GPS position at regular intervals.

4. Company Process on Position Verification Requirements:

The company requires position verification at regular intervals based on the vessel’s proximity to hazards. Fixes should be logged and recorded in the navigation log. Position verification is also required after significant course changes and when near land or other navigational hazards.

5. ECDIS Safety Settings:

Safety Depth: Set according to the vessel’s draft plus the minimum required under keel clearance (UKC).

Safety Contour: Typically set at a depth contour where water becomes too shallow for safe navigation, adjusted according to vessel draft and local conditions.

Shallow Contour: Set below the safety contour to mark areas of shallow water where navigation is dangerous.

Deep Contour: Marks safe waters for deep navigation.

6. PI Markings (Parallel Indexing):

Parallel Indexing is used to maintain a safe distance from navigational hazards by continuously monitoring the vessel’ s track along a pre-set radar bearing line. This is crucial in restricted waters or areas near hazards like land or shoals.

7. No-Go Area Markings:

No-go areas are regions where the water is too shallow or where navigation is prohibited. These are marked in red or clearly on ECDIS to prevent accidental entry. These zones must be avoided, and they should be checked against official NTMs and updated as necessary.

8. ECDIS Symbols:

ECDIS displays a wide range of symbols representing buoys, lights, soundings, depths, contours, wrecks, and other hazards. The IHO standard “S-52” defines these symbols, and officers must be familiar with these to understand navigational data at a glance.

9. Activation of ECDIS Depth Alarm:

The depth alarm on ECDIS must be set to the safety depth appropriate for the voyage. The alarm will trigger when the vessel is in waters shallower than the set depth, ensuring that the officer is alerted to take corrective action.

10. Actions in case of OFF COURSE Alarm:

Immediate Actions: Check the current position and heading. Adjust course to bring the vessel back onto the planned route. Verify the navigation settings, and confirm that the autopilot is functioning correctly.

If unable to regain course, notify the Master and evaluate external conditions such as current or wind that might be affecting the vessel’ s track.

11. Action in case of any alarm in the Steering Gear System:

Immediate Actions: Switch to the alternative steering mode (manual or NFU). Notify the Master and engine room. Investigate the nature of the alarm and prepare for emergency steering procedures if necessary.

Check for steering failures and readiness of emergency equipment.

12. Action in case of Steering Gear Failure:

Shift to the emergency steering mode using the local steering control at the steering gear room.

Notify the Master immediately and reduce speed or stop if necessary.

Engage hand steering or non-follow-up mode, and switch to emergency rudder controls if applicable.

Log the failure and corrective actions taken.

13. Action in case of Gyro Failure:

Switch to magnetic compass for heading reference. Adjust radar, ECDIS, and autopilot settings accordingly to use the magnetic compass.

Inform the Master, and troubleshoot the gyro compass system.

Use backup navigational tools, and take manual bearings to maintain a proper course.

14. Verification of Alarms on the VDR Panel by Switching off Echo Sounder:

The Second Officer verified that the VDR (Voyage Data Recorder) receives alarms correctly by turning off the echo sounder to generate an alarm. This test ensures the VDR is logging alarms as required.

15. Passage Plan, UKC Calculations, and Company Procedures on UKC:

The passage plan should be comprehensive, with detailed waypoints and clear UKC (Under Keel Clearance) calculations for each leg of the voyage. Company procedures typically require a certain UKC (e.g., 10-15% of the vessel’ s draft) to ensure safe navigation.

Consideration should be given to tides, squat, and environmental factors such as swell.

16. Composition of Bridge Watch Levels and Company Procedures:

Bridge watch levels vary from one officer in open ocean conditions to increased manning in restricted waters (Master, OOW, and lookout). Company procedures define minimum safe manning levels for different navigational situations.

Situations such as pilotage, entering port, or navigating in restricted waters may require an enhanced watch level.

17. Navigational Warnings: EGC & Navtex Process:

EGC (Enhanced Group Call) and Navtex warnings should be received and logged regularly. The Officer of the Watch should review warnings for their applicability to the vessel’ s current voyage.

These warnings must be reflected on ECDIS and/or paper charts, and their relevance should be monitored throughout the voyage.

18. Security Charts – Latest Edition, IFC Reporting, RA for HRA/VRA:

Ensure the latest editions of security charts are on board, particularly when transiting High-Risk Areas (HRA) or Vulnerable Risk Areas (VRA).

Report to appropriate authorities, such as the International Fusion Centre (IFC), for transiting high-risk zones, and ensure that risk assessment (RA) procedures are completed.

19. Master-Pilot Information Exchange:

Upon the pilot boarding, a full exchange of information between the Master and the pilot should be completed, including ship’ s particulars, pilot card, and passage plan review. Record the time and place in the pilot card.

The pilot’ s signature should be on the same page as the information exchange.

20. Bridge Equipment Connected to Emergency Power Source:

The following equipment is typically connected to the emergency power supply: steering gear, navigational lights, radar, ECDIS, GMDSS radio equipment, internal communications, and essential bridge lighting.

21. BNWAS and ARPA Company Procedures:

The Bridge Navigational Watch Alarm System (BNWAS) must be operational at all times, with specific settings per company regulations.

ARPA (Automatic Radar Plotting Aids) settings should be optimized for collision avoidance, target acquisition, and risk assessment in line with company procedures.

22. GMDSS Logbook Entries:

Entries should include daily GMDSS equipment checks, weather reports, test communications, and any distress signals or emergency broadcasts made or received.

23. Last MF/HF Coast Station Acknowledgment:

This refers to the most recent acknowledgment received from a coast station regarding an MF/HF transmission, which should be logged accordingly.

24. E-Publications – Random Checks for Latest Editions:

Periodic checks must be conducted to ensure that all electronic publications are updated to their latest editions, as required by company procedures.

25. Backup Arrangement of Navigation Publications:

In the event of an ECDIS or system failure, backup paper or digital publications must be readily available and kept up to date.

26. Master’ s Standing Orders Familiarity:

Officers must be thoroughly familiar with the Master’ s standing orders, which outline actions required in different navigational circumstances (e.g., when to call the Master).

27. Difference Between X-Band and S-Band Radar:

X-Band: Used for short-range, high-definition radar detection of smaller objects and in good weather conditions.

S-Band: Used for long-range detection and better performance in adverse weather conditions such as rain and

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Hello All,

Just done with Vetting 2.0 inspection.

Inspector: Pawan Abhyankar.

As soon as we berthed he was standby already at the terminal with his tablet.

When he boarded he asked the crew member about which cargo, is it toxic, which is your rescue boat.

After that he went to master office for certification and documentation.

Then he came on bridge after 2 hrs.

First he asked to show him the play back mode from anchor to pilotage with high speed.

Then he switched on the BNWAS though Master to check for sensors.

He told me to show record of digital course recorder. Where you keep records and how many years you need to keep as per company (ANS: 3 yrs refer BMM). Then is he wanted me to show him on AIS the log of AIS power off records.

Show him that Pilot is part of BTM as per Company. Refer to BMM.

Checked last life boat lowered and manouvered in Deck log book.

UKC policy.

Bridge watch levels.

Are we checking for gyro and mag. Compass comparison.

Ans :Write in Deck log book Compass compared.

Fire Alarm panel : History of Alarms.

Passage plan and show him de briefing

Sart testing, operation and logging down

Epirb testing and procedure

Calling the master (Ans: Imp :when is doubt)

He was allowing to use BMM if you want to find and show him.

Immersion suit testing and check on bridge. Weather need life jacket or no in immersion suit.

Call my AB on bridge to check if he knows where is life jacket and first aid kit on bridge. Also to check for Alarm history on fire panel.

Will you keep BNWAS on in STS operation . Ans is yes if it's manned .

Are you going to take over the watch if reliving officer has does somthing unusual on bridge saying that it is said by master .

Ans : No if somthing unusual consult with master before taking over the watch.

Last ENC correction on both ecdis

Magnetic Compass for bubbles

How do you calculate your UKC

What all test you do in steering gear. (Refer 33 CFR)

GMDSS Log

Master standing orders.

Cpa and tcpa limits in open sea , coastal , port

Over head clearance policy and clearance if your vessel pass any bridge.

Your duties on bridge if collision: Ans : Check on muster list

There where more regarding to BMM procedure to which I referred to show him.

All went well on bridge.

Hope this information comes of some use to you guys in your sire.2.0

Friends , following for your kind perusal.

As you know, in the Tanker industry, procedures have changed for a SIRE inspection.

SIRE 2.0.

Below some remarks, from vessels who have undergone a SIRE 2.0 inspection.

++++€+++++++€€++

Questions asked by SIRE 2.0 Inspector

1. Emergency DG should supply power for how many hours. Who/what decides its 18 and not 19 or 17.

2. Steering gear reserve tank gauge. How much is it supposed to be.

3. In case of flooding in ER what is the first action

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SIRE 2.0 will b like preparing for MMD exams.

V had a ENOC Vetting yesterday and similar Qs asked to 2O n Ch.off.

- Earthing Requirements

- Hypermist ops

- Operation of CO2

- Emg.Operation of EDG

++++++++

Today we have Trial Inspection of SIRE 2.0 by BP....the Vetting inspector came with a Tab...which had all the details of our Ship pre filled....the system randomly selects about 100 questions to be asked on board covering all the sections .....the questions are in similar format as the booklet of OCIMF SIRE 2.0 Question library...out of these 100 questions about 36 are pictures which is already uploaded by the shipping company when they request for the Inspection....so In total about 64 questions are to be asked by the inspector onboard...about 4 questions were for CE...he will be taking rounds along with the Tab through the course of Inspection and asking the selected questions...and uploading same then and there....total Inspection would be for about 8-10 hrs...excluding any break (Lunch/Dinner/Tea break where he will pause the Inspection) ...the Inspection results can be given to ship only through WiFi printer...if avaliable on board....the observation would fall under these category- Process/Hardware/Human element

Bridge

BNWAS

Testing frequency/alarm/is it connected to dual power AC/DC

Q- do you also use BNWAS at anchorage.

ECDIS

Safety contour and how you setup

List of alarm summery

At port when vessel is moored how do you minimise alarm. If OOW has not activated moored mode.

Company procedures for software update of ECDIS and when was last updated (NP 133C has records of software update)

Parallel indexing, what is company policy for position fixing/verification.

What is SCAMIN and When do you use.

UKC policy for Singapore strait and eastern Bank (Form 504)

How do you update T&P for south Korea (south Korea does not issue T&P through AIO so should be updated by EGC and NM)

RADAR

What is difference between S-band and X- band radar (3Ghz & 9 Ghz)

Impact of environment condition on each type of radar.

During landfall which radar you prefer.

How often you check radar performance, and how do you verify.(radar performance poster)

GPS

What is GNSS

What is company procedures for GPS setting (W84)

How you set antenna offset.

How you correct any error in display position.

What is company policy for XTD (basically looking for if OOW set any cross-track error and passage in GPS. But explained to him not required as vessel is using ECDIS for passage planning and navigating with ECDIS, it was required to set passage in GPS when paper charts were in use) XTD as per Nav manual 11.12.5 is 2.0NM for deep water.

LIRT connected to which SatC and to show the display.

Watchkeeper allowed to work during the watch and what is company policy.

When SART is activated what will happen (looking for which radar will detect and what range and display on radar at different distances)

Life saving signal poster search and rescue displayed on bridge. Q- If aircraft is continuously circling the vessel means what?

Bridge security cards (IFC laminated posters)

Every drill do you carryout lesson learn/de-briefing and is it logged in drill records.

Recvd for engine room :

SIRE 2.0 From ER : 1. What is H2S & Benzene limit in Bunker, can you show me in your SMS 2. What is threshold limit of H2S, show me in Your SMS. 3.What is intervel for ME under piston inspection, show me last report, show me in your your company SMS retention period of these reports. 4. Frequency of ER DB tank inspection as per your company SMS, Show me last done ER DB Tank Entry PTW(cross verified with NSE closer WO). 5. How you adress your engineer's behaviour base assessments. 6. Show me in your Company SMS total hands require in Bunkering and their duty, cross verified with last bunker plan, pre bunker meeting date varified with Engine Elog Book entry, Check Bunkering JHA, check ORB part-1 & Anex VI elog book for Bunkering Entry. 7. Defect Reporting procedure as per your company SMS, show me evidence. 8.Overdue job list and

schedule job list show me 9.Show me last technical audit done by vessel Manager and ships response. 10. For ER round he insists to go with wiper, no engineer will come along with them

---

SIre 2.0 From 1 ae : Sire 2.0 inspection

Rounds & inspection in Engine Room:

1. Inspector entered in ECR with CE and immediately asked who is the rating on watch he wanted rating to be with him while taking round

2. Inspector went on ER round with 1AE and rating only

3. He went directly to bottom platform and pointed out a drain line which was slightly choke and crew was trying to clear the line and took photos

4. At bottom platform he asked rating about the fixed fire fighting system of ME

5. He was not satisfied by the answer as rating replied about CO2 and Hypermist

6. He asked the same question to 1AE and got answer about steam injection for under piston which he wanted to hear and made observation on rating about not familiar with the system

7. He asked to start OWS bilge to bilge and try out 3- way valve and OWS 15 ppm alarm.

8. He asked to try out ME OMD alarm locally as system required to be tested lically only no option to try from remote location

9. He took round on bottom platform then to COPT platform where he noticed a portable fan questioned about it

10. He went to 3rd deck then entered to Purifier room and pointed out DO purifier panel that why its off and was only satisfied after switching on the breaker when display was available.

11. He went near incinerator checked all round

12. He entered in steering room and asked to try out emergency fire pump he wanted to see pressure above 4 bar only

13. He went near IG blowers and scrubber tower and checked the condition of pipes

14. ECR he asked about overdue jobs and UPLM

Sire 2.0, KOCH

insp.

Capt Pradeep Singh Negi

Time taken for inspection 14 hrs, spread over 2 days

1.Sat c , not mentioned in Form R

2.hvpq entry for fixed oxygen sensor in iner gas platform mentioned yes, where as not fitted

3.during inspection fault observed in fire detection system, rectified during inspection

4 cargo valves lineup entry in ccr log did not mention valve nos

5 one soft patch observed in IG cooling water line , not reported in defect reporting system

6 ER funnel flap stbd side observed to have a gap of 4 cm upon closing

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Sire 2.0

Bridge

BNWAS

Testing frequency/alarm/is it connected to dual power AC/DC

Q- do you also use BNWAS at anchorage.

ECDIS

Safety contour and how you setup

List of alarm summery

At port when vessel is moored how do you minimise alarm. If OOW has not activated moored mode.

Company procedures for software update of ECDIS and when was last updated (NP 133C has records of software update)

Parallel indexing, what is company policy for position fixing/verification.

What is SCAMIN and When do you use.

UKC policy for Singapore strait and eastern Bank (Form 504)

How do you update T&P for south Korea (south Korea does not issue T&P through AIO so should be updated by EGC and NM)

RADAR

What is difference between S-band and X- band radar (3Ghz & 9 Ghz)

Impact of environment condition on each type of radar.

During landfall which radar you prefer.

How often you check radar performance, and how do you verify.(radar performance poster)

GPS

What is GNSS

What is company procedures for GPS setting (W84)

How you set antenna offset.

How you correct any error in display position.

What is company policy for XTD (basically looking for if OOW set any cross-track error and passage in GPS. But explained to him not required as vessel is using ECDIS for passage planning and navigating with ECDIS, it was required to set passage in GPS when paper charts were in use) XTD as per Nav manual 11.12.5 is 2.0NM for deep water.

LIRT connected to which SatC and to show the display.

Watchkeeper allowed to work during the watch and what is company policy.

When SART is activated what will happen (looking for which radar will detect and what range and display on radar at different distances)

Life saving signal poster search and rescue displayed on bridge. Q- If aircraft is continuously circling the vessel means what?

Bridge security cards (IFC laminated posters)

Every drill do you carryout lesson learn/de-briefing and is it logged in drill records.

The inspector carried out SIRE 2.0 inspection on behalf of xxx at Lagos STS area while vessel was engaged in discharging operation.

The vetting inspector boarded the vessel at 09:15 and commenced the pre-inspection meeting at 09:30, during which he explained the procedures for the new SIRE system and the inspection schedule. Like SIRE VIQ7.0 he clearly pointed out that this inspection will not affect the ongoing cargo operation and the agreed scheduled for inspection can be changed to avoid any violation of rest hours or safety of the vessel. He also pointed out that as per SIRE 2.0 requirements during this inspection he will ask certain questions to officers and crew . At that time, he does not want Master or any other officer to prompt with any comments as he only wants to have an answer from the person whom he had asked. Failure to do so will be taken as an observation.

1) Documentation and company' s policy

- The vetting inspector spent approximately one and half hour for reviewing and inspecting all vessel and crew certificates.

- He had gone through the defect list in detail and keen to see if any dispensation letter was given by the flag state.

- He told the Master that during the inspection he would like ship staff to try out the lifeboat' s engine, em' cy generator, OWS in simulation mode, and fire pump.

- He compared the HVPQ with the data provided in the PIQ and cross-checked with the Master to ensure the dates stated in the PIQ are accurate and correct.

- He told Master that he wants to see two ballast tanks from deck level so prepare them accordingly.

2) DECK

- Inspector went on deck from the bridge going first to the monkey island and after going down to deck.

- He requested that all emergency lights be turned on for inspection and proceeded to check all safety items as per standard procedure.

- He requested that the officer on watch and a representative from the engine room accompany him during his inspection on deck.

- He asked whether the BWTS room and forecastle are covered under the enclosed space entry permit and asked if there are specific instructions for entering these spaces.

- A detailed inspection was conducted on deck and on the structural condition of the vessel, and he compared the actual condition with the photos provided in the PIQ which all where compatible.

3) BRIDGE

- Inspector spent 45 minutes on the bridge and checked almost every equipment to ensure that they are in good working . At the same time he asked the navigating officer about the following :

- Number of sensors and their respective input in ECDIS.

- In case any of the sensor fails then what will be the response of the officer and what the company' s navigational says about it.

- In ARPA what type of speed input vessel use for collision avoidance and why ?

- Differences between X and S band radar and what radar will he use in a rainy day while approaching pilots' station.

- Why the performance monitor (PM) for ARPA is required and how often vessel carried out this test. He also checked the records for PM monitored on board.

- He checked some checklists for the previous ports and the STS checklists for the present port. He had gone through the STS checklist which was used for the ongoing operation that it was properly filled and verify the entries made in the logbook.

- He randomly checked some signed checklists to ensure they were accurate and confirmed that the versions used were the latest by comparing them through DOCMAP.

- He asked the key or password for BNWAS, for which officer told the company's strict guidelines for the use of the equipment.

- He asked company's UKC policy and the checked the previous required computed against the past passage plans.

- He requested the second officer to present the bridge manning levels during anchorage and specify the times when the bridge must be manned with a rating.

- He tested echo sounder and compared the present depth against the echo sounder readings, with setting of echo sounder alarms.

4) CCR

- The inspector checked the ongoing discharging plan and asked questions about the company's requirement for the stress and bending moments while vessel engaged in cargo operation at present STS location.

- He asked the chief officer about company's procedure for pump room rounds and any permit required prior entry.

- He asked pumpman that what all he will do prior entering the pump room.

- He also checked the knowledge of pumpman for the use of personal gas meter.

- He asked the OOW what all he checked while taking deck rounds apart of mooring lines.

- For IG he checked the required parameters and asked the duty officer that what he will do if the oxygen content of IG will increase.

- He randomly checked the expiry dates of span gas available and the calibration records of the gas detection equipment on board.

- He checked the printout of ODME that when it was used last and verify that the required entry was there in oil record book.

- He asked chief officer to show that when was the last time, he had checked the accuracy of the loadicator in use.

- He had gone through the port logbook and checked the entries made including the entries for the comparison of cargo figures between mother and daughter vessel.

- ENGINE

- The first thing he checked was defect list made by the vessel against the information provided in PIQ.

- He checked the UMS checklist and carried out test on UMS alarms

- For the lube oil test records, he had gone through the reports to verify the condition of oil in use.

- He also checked the changeover procedures of fuel oil and their respective records.

- Checked the running hours for ME and the auxiliary engines. Verified that maintenance carried out within the timeframe as per vessel’ s PMS and makers guidelines.

- Gone through the permit checklists and verify with the records available.

- Interviewed ship’ s fitter about the procedure for the hot work carried out in E/Room workshop and outside workshop area. Does the vessel’ s require hot work permit if carried out in engine room workshop.

- Checked the OWS alarms , bilge alarm , quick losing alarms , funnel dampers emergency generator, emergency pump and engine room flaps.

SIRE 2.0 Challenges

- This inspection was different compared to VIQ 7 as the human element plays an important role during the entire inspection.

- The inspector doesn’ t want any prompt from Master or senior officer when he asked the specific question to any officer or crew. In fact, he warned the Master once not to stay at distance when inspector is putting any question to the officer or crew.

- The crew has difficulty for answering the questions as apparently, they are under stress or takes time to structure the sentence. This at times goes against the officer or crew as they are not conversant with the equipment or the company’ s policy

- According to the inspector, during testing if the equipment does not work for first two attempts, then it will be taken as not working. Like VIQ 7.0 if due to any reason the equipment did not work at the time of testing and later it works prior inspector disembarkation then it was not an observation, however in SIRE 2.0 this is no longer there and inspector will write it as an observation.

- To know the company’ s SMS is very important as at times officers took far more time than required to find out relevant information. This applies to the senior officers also when asked to show the required company’ s policy or procedure. This will be another challenge for ship crew in all future SIRE 2.0 inspections.

Questions asked deck :

1. Enclosed space entry procedure

2. Mooring brake settings

3. All Alarms on deck

4. Anything B4 start any jobs? Meeting tools box other

Questions asked from officer on deck:

1. Life boat lowering step by step

2. Rescue boat launching procedure

3. To start emergency generator, instructions

And wrong foto

3. Life raft. Test procedure

4. Emergency towing procedure

And other safety question

Engineer:

1. Emergency air compressor starting procedure (and don’ t have exactly procedure in PMS

OOW in CCR:

1. Calibration of gas meter

2. Purging procedure

3. Gas sampling all alarm test other

4. Measure O2 in tanks

5. High level alarm test explanation

6. ODME

7. N2 fails

And other as per pms

All Other question

Port: Yangpu, China

Date: 26/09/2024

Vetting inspector: Rayan Pag

On the bridge he came and first asked if all equipment was working well?

1.Then he asked about the difference between X/S band radar Characteristics and it's PM. Then how frequently do you check the PM and company procedure. Records of PM.

2. He asked about BNWAS Start stop timing as per company procedure. Your actions in case you hear stage 2 alarm in your cabin.

3. Testing procedure of Navigation lights.

4. He asked for Bridge familiarisation c/l, where he check for ecdis familiarisation.

5. He asked for Pre-Arrival test C/L, he further asked when all to carry out this C/L. He wants the answer prior SOMS/Suez or any other important transit.

6. Check GMDSS log book, last DSC test of MF/HF. Battery test procedure as per company. AIS testing procedure as per company.

7. In the bell book he asked the entry for Conn. Transfer to Pilot and vice versa. Then Steering testing entry and company procedure, further he asked for Alarms of steering gear and it's record, we have C/L for it so we showed that.

8. Then check a few Companies posters posted on the bridge.

9. He asked for Bridge watch Manning level while taking stores/crew change while underway, our company poster doesn't mention about this so he gave 2 observation for this: 1 for Bridge watch Manning level, 2 for Engine watch Manning level.

10. At. GMDSS console he checked the poster for sending distress/urgency message. Then asked who the communication officer during the emergency and he cross check with Muster list.

11. In the passage plan he asked how you make a passage plan, basically he wants to hear 4 parts of the passage plan.

12. Company UKC policy, check present UKC sheet, explained about what all safety/additional factors you consider while we make UKC sheet.

13. On ECDIS in checked Position verification interval, our company is 1 hr during coastal/ Arrival/Departure port, so he didn't believe 😅 then he asked to show in procedure, showed to him.

14. What are the ECDIS layers setting, why did you set to custom later, I told him as per company procedure and I showed him. He further said to post a poster for minimum custom layer setting as per company near both ECDIS. He didn't give any observation for it.

15. Check BTM, when and what all even you carry out BTM. Difference between Bridge team meeting and Bridge planning meeting. Signature verification of Chief Eng.

That's all on the bridge. It took around 1.5 hrs on the bridge. He asked very few questions as compared to VIQ 7. Like around 20-30%. Most of the time was consumed by him for entries and clicking on Tablet.

1.Sat c , not mentioned in Form R

2.hvpq entry for fixed oxygen sensor in iner gas platform mentioned yes, where as not fitted

3.during inspection fault observed in fire detection system, rectified during inspection

4 cargo valves lineup entry in ccr log did not mention valve nos

5 one soft patch observed in IG cooling water line , not reported in defect reporting system

6 ER funnel flap stbd side observed to have a gap of 4 cm upon closing

---

Sire 2.0 questions - tricky ones Sir

1. What is the range of Aldis lamp?

2. what is the maintenance of GPS & AIS?

3.Which reading of O2 is more dangerous and unsafe if Gas meters show 19.5 or 23?

4.How Far we can see The horizon?

Sire 2.0 @ South Korea

Point Shared by one of the active seafarer

NATURE OF OBSERVATION: There were errors in HVPQ 5.3.1.4 and 10.1.4. This observation was rectified during the inspection.

REF: 2.8.1

- There was no company policy for the Personal Transfer Basket (PTB) retirement or manufacturer’ s recommendations.

REF: 4.1.1

SSSCL Part. 7 pre-transfer checklists for Item. 97 "the Inert gas system delivering Inert gas with oxygen content not more than 5.0%" agreed with shore and the Nitrogen generator was operating for cargo tank inerting at the time of inspection. However, Part 8.

repetitive check item 8. "Inert gas system pressure and oxygen recording operational" and Item. 9 "Inert gas system and all associated equipment are operational" were ticked as "N/A" for every 2 hours repetitive checks from 2000 hours on 19 Sept 2024 to 1600 hours on 20 Sept. 2024. OP showed records of N2 generator oxygen content monitoring every 2 hours recorded in the Port log during closing meeting.

REF: 8.99.2

OP did not monitor the proper execution of SSSCL Part 8. repetitive check items 8 & 9 by duty officers during the cargo discharging operation.

REF: 8.99.2

The vessel's mooring winches brake test was last carried out on 30 Jan. 2024. However, the hydraulic jack pressure gauge had not been calibrated before use and the last calibration certificate was not available on board at the time of inspection.

REF: 9.1.1

There was no company procedure for the calibration requirement of the hydraulic jack pressure gauge for mooring winch brake

test kit carried onboard.

REF: 9.1.1

On September 19th,

Sire 2.0

we had two observations. The first is that the safety latch on the pumproom davit hook is not self-locking. The second is that the oily water separator (OWS) screen in the engine room is burnt out.

Inspector Captain Tallat

He will activate the tab at gangway and then will determine what questions he has and for whom.

The inspector was quite thorough but didn't go too deep into any issues. Overall, it depends on the inspector who comes for the vetting.

He mostly asked general questions and didn’ t dive into specifics. For example, he asked a few questions about the equipment on the bridge and wanted to know about the maintenance of fire extinguishers from the galley staff.

He also inquired about what to do if the cargo tanks experienced overpressure and what to do if the IG system fails. However, he didn't ask much else from the duty officer in the CCR.

Very important point

If there is a defect

It must be in Technical Defect List

If it is not there

He will give 2 observations

1 . Hardware fault

2. Human factor

Hardware fault for equipment not working

Human factor

For person not reporting fault or trying to hide fault

SIRE inspector took list of TDs from cabin and went for rounds

If something is not working

He will check in TD list if it's already recorded

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01 September 2024 @ Kiire, Japan by Idemitsu.

#Engine Department#

AA. Engine Room rounds checks.

1. Engine room rounds.

2. OWS overboard valve seals checked.

3. Emergency Bilge suction valve checked.

4. No. 2 COPT discharge pressure compared local with CCR.

5. COPT & TCPT indication panel lamp test done.

6. Emergency escape lights checked.

7. Garbage storage in workshop store checked.

8. Main engine fuel valve testing machine visual checks done.

9. Purifier room rounds taken.

10. All Electrical Group starter panel visual checks done.

11. Chemical locker checked.

12. PPE kept near chemical locker checked.

13. Steering gear room rounds taken.

14. Lube oil drums securing checked.

15. Grease drums securing checked.

16. Compass heading in steering room checked and verified with wheelhouse.

17. High expansion foam test certificate checked near foam tank.

18. Fire hose and nozzle in near emergency fire pump checked.

19. BWTS thorough rounds.

20. ECR Main Switch Board checked.

21. 220V & 440V Insulation meter reading checked.

22. ECR lifejacket light tested.

23. Alarm repose list checked.

24. Active alarm list checked.

25. Last Steering gear no volt alarm testing record in AMS Checked.

26. Fire alarm testing equipment checked (All 3 types).

27. Inert Gas O2 calibration procedure asked to explain briefly.

28. Blackout recovery procedure checked.

29. Deadman alarm system fitted or not confirmed.

30. Engine room UMS patrol round procedure asked to explain.

BB. PMS checks.

1. Overdue jobs on PMS checked.

2. Critical Spares list on PMS checked.

3. Any jobs postponed for drydock confirmed.

CC. Paper works checks.

1. Bunker papers (Last two bunker operations) checked.

2. CE standing order checked.

3. Engine room log book checked.

4. Bunker operation entry in log book checked.

5. Engine room manned to unmanned and unmanned to manned mentioned in log book with duty Engineer signature checked.

6. Company policy for LO shore analysis.

7. LO shore analysis report checked.

8. Actions to be taken for improvement in case of caution or warning in analysis report checked.

9. Interval for LO shore analysis for each machinery checked.

10. Lifting gear list, report and inspection interval checked.

DD. Alarms to be tested.

1. Anyone Engine room Bilge well alarm.

2. OWS 15ppm alarm.

3. ME Fuel oil leak off alarm.

4. AE fuel oil leak off alarm.

5. ME crankcase OMD alarm.

Please note that vessel had undergone SIRE 2.0 inspection at Texas city on 20. SEP.2024

Following is vessel’ s Feedback on inspection carried out .

While, Sire inspector boarded the vessel: Hull Condition Inspection:

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= Condition of hull Coating.

= Load Line and draught Marks were Checked

= Comparison of ship side condition with the photo uploaded in OCIMF done.

= inspector escorted master’ s office.

Opening meeting with ship staff according to the opening meeting checklist:

==========

= introduced himself, and explained regarding the procedure of the inspection such as use of Tablet, audio/visual recording, photo capturing whenever require.

Inspection started as follows:

== Started with sections/questions mentioned in the Tablet which are part of SIRE 2.0 Question library(Part 1 & 2).

== Each questioned were dealt by checking company policy/procedure, maintenance record, certificates and brief interview with Senior officer, junior officers and rating.

== Company requirement for maintaining statutory certificates (Evidence checked).

== Defect reporting procedure/ record / closing evidence /office feedback checked. Enquired about any existing defect.

== Incident reporting procedure/ record for last 12 months.

== Static navigation audit procedure/ record checked. Enquired for the qualification detail of the accessor in the audit report. (Detail was attached in separate sheet along with the report, but it was NOT accepted.) It should have been included within the audit report.

== Engineering audit procedure/ record checked. Enquired for the qualification detail of the accessor in the audit report. (Detail was attached in separate sheet along with the report, but it was NOT accepted.) It should have been included within the audit report.

== ESP file checked for detailed report.

== Enquired and checked Technical Coating file. Purpose and contents were interviewed with senior engineer/officer.

== Detailed Class status report checked. Date of inspection verified. Endorsement of the statutory certificates verified.

== Enclosed space entry permit file checked. Verified with random tank inspection report and permit available for same. Company procedure/policy verified.

== According to the SIRE 2.0 Question library guidelines, random CREW and deck cadet were interviewed in details regarding procedure/safety precautions/evacuation for the enclosed space entry.

== Rest hour record file checked. Company procedure verified. Random rest hour of senior officer checked during bunker/maneuvering etc.

== Junior and Senior officer were enquired about the procedure/action in case of any NC of rest hours.

== bunker operation checklist file checked/ verified company procedure. According to the SIRE 2.0 Question library guidelines, random crew from ER, junior engineer and junior deck officer were interviewed regarding procedure/ safety precautions/ emergency response.

== Drill matrix checked. The random drill records to be checked was already mentioned in the Sire Tablet. (Focusing Electrical power failure and incapacitation of master/CE)

== Emergency duties were enquired from senior/junior officer/crew.

== Safety familiarization file checked. Random record of several ship staff checked. Verified with company procedure.

== Cyber security file checked. Company procedure verified. Familiarization checklist and record for control of external devices to ship network checked.

== Lube oil analysis / SEEMP / VRP/ VOC / antifouling files/ PMS approval certificate checked. Company procedure verified.

== Alcohol policy and records checked.

== Certification of senior/junior officers & Crew matrix checked. Focusing on BTM/BRM, type Specific ECDIS and Engine room simulator.

== Certificates of gangway wires checked to verify date of renewal.

=== Certificates of pressure gauge for Winch break rendering test kit checked.

== checked pressure test records of cargo/bunker line.

SIRE 2.0, Inspector Leprevost Benoit, 26.09.2024 Freeport, TX, USA.

Observations list:

1. Most of officers are not holding cargo simulation course certificate

2. Passage plan not signed by chief engineer

3. Safety rounds on deck: Paint locker tinner kept open+Pipe parts stored on poop deck not secured+Rescue boat painter box broken hinges

5. Bow thruster not operational

6. Bridge matrix doesn't consist STS and transfer of personnel

7. Safety rounds: Light cover broken in Em.Generator Room+perforated plates for the silencer in the fan room

8. Watch matrix also required for ER same as Bridge matrix

9. Oil found in bow thruster room

10. Mooring break test: hydraulic brake test setting pressure to be marked on the winch.

Questions asked from bosun:

1. Enclosed space entry procedure

2. Mooring brake settings, what will happen if mooring line is tense and not being adjusted

3. Snap back zone

4. "E" sticker on ship's lights, definition of emergency fire pump

Questions asked from officer on deck:

1. How many air bottles in lifeboat, required pressure, pressure of BA bottles, if different is there 2 safety valves on BA compressor

2. Rescue boat launching procedure

3. To start emergency generator

Engineer during the deck round:

1. Last abandon ship drill, what was the scenario and when

2. Emergency air compressor starting procedure

OOW in CCR:

1. High&very high lvl alarms, built in and independent

2. When can you inhibit ESD

3. Calibration of gas meter

4. Pressure relief valves settings SIRE 25/9/24 (ER Checks):

1. What is H2S & Benzene limit in Bunker, can you show me in your SMS?

2. What is threshold limit of H2S, show me in Your SMS.

3.What is intervel for ME under piston inspection, show me last report, show me in your your company SMS retention period of these reports.

4. Frequency of ER DB tank inspection as per your company SMS, Show me last done ER DB Tank Entry PTW(cross verified with NSE closer WO).

5. How you adress your engineer's behaviour base assessments.

6. Show me in your Company SMS total hands require in Bunkering and their duty, cross verified with last bunker plan, pre bunker meeting date varified with Engine Elog Book entry, Check Bunkering JHA, check ORB part-1 & Anex VI elog book for Bunkering Entry.

7. Defect Reporting procedure as per your company SMS, show me evidence that you have done in your tenure. How many closed and open at present moment.

8.Overdue job list and schedule job list show me.

9.Show me last technical audit done by vessel Manager and ships response.

10. For ER round he insists to go with wiper, no engineer will come along with them SIRE 2.0 inspn 28/9:

Questions asked deck :

1. Enclosed space entry procedure. Do you write down anything on bridge ?
2. Mooring brake settings
3. All Alarms on deck
4. Anything before start any jobs? Meeting tools box other.
5. When will BCR and CPA both be zero ?

Questions asked from officer on deck:

1. Life boat lowering step by step

2. Rescue boat launching procedure

3. To start emergency generator, instructions ?

3. Life raft. Test procedure

4. Emergency towing procedure

Engineer:

1. Emergency air compressor starting procedure (and don’ t have exactly procedure in PMS)

OOW in CCR:

1. Calibration of gas meter

2. Purging procedure

3. Gas sampling all alarm test

4. Measure O2 in tanks

5. High level alarm test explanation

6. ODME

7. N2 fails

And show me as per PMS.

First came and ask all navigational equipment are in order m?

Any defects defeciency and any dispensation for any equipments related to bridge?

Then started with inspection

1.How to work Gyro/ Try out off course alarm and how often are you doing and records?

2. how to switch on both gyro?

3. how much is difference and what are you logging on log book cross verified? (Not gyro error)

4. procedure to changeover on magnetic compass .when did you last tried /Records and what Company SMS saying /Whether we are complying same.?

5. Gmdss Frequencies only basic.

6. how to send designated and undesignated distress via SAT-C

7. how to send SSAS test message/Last tried out /Records verified.

8. Annual Battery test (Gmdss battery) checked as per solas regulation

9. nav lights working condition and power failure alarm test

10. fire detection alarm panel working

11. how often u r checking is there is any alarm in panel.?

12. action in case any alarm in fire panel

13. echo sounder depth alarm test and logging in the PMS.

14. Echo sounder maintenance as per makers and company sms and cross verified with manual

15. GPS mainetance as per conpany sms and makers manuals .Entries showing whether are u actually doing same

16. doppler log working procedures and maintenance as per sms and makers manuals

17. location of transducer

18. datum used in GPS.

19. security charts updates only asked (not physically verifed)

20. publications list of your vessel type.

21. ecdis last updates

22. Cancelled charts and records of maintenance

23. ENC management system for withdrawn charts.

24. Ecdis Display settings

25. power supply backup and requirement

26. how to know whether charts is in the correct scale

27. some symbols asked

28. markings in passage plan

29. contingency checklist/abort point/P.I /Port approach/ Port channel marked on ecdis/ safety settings as per passage plan

30. who is changing safety settings in ecdis

31. look ahead settings as per company sms

32. position fixing checked

33. what are test charts (only asked)

34.All reportings - same as marked on ecdis ?

35.BWL/ER watch level and cross verifed with enteries whether we are complying same with DLB and ML.

36.Critical legs details how i have marked critical legs

When to call master is mentioned anywhere in the pp ?

37. Security markings in passage plan

38. Any local regulation marked on passage plan

39. Is nav warning included in passage plan

40. engine room manning and manning levels

41. why I write ER watch level -I in open sea

42. how i ll maintain Navtex messages printouts ?

43. what is AIO and cross verified

44. AIS test

45. GMDSS last test

46. CrS Ack? // Cross checked with CRS MMSI no?

47. Duties of DPA?

48. what is complaint procedure for master// can i call and complain about master to DPA?

49. My job responsibilities as per Company SmS

50. SSAS test button

51. we have changed security level so record for same?

52. policy for UKC deviation last time. When we had wavier / Checked records for same and MSI approval

53. pilot card master pilot info exchanged deeply checked esp signatures, etc.

54. bollard pull enteries

55. ukc mentioned in pilot card

56. where it is written all nav equipment are in order /No defects

57. procedure for Ecdis Updates and who is doing updates

58. if u received any updates what u ll do and records

59.Passage plan meeting enteries in DLB.

60.Radar performance test

Magnetron running hours

We did not have magnetron in any radards

So asked show in your manuals where it is mentioned

61.When to call technician and how do u know Radars is working fine

62.Can u use AIs targets in radar and reasoning for same

63.What is ground and sea stabilization mode

64.Why we use relative vector in radars

65.procedure for fire safety rounds

And poster for area

66.Squat tables

67.Steering test procedure and enteries hard port to hard stbd.

68.Weather monitoring procedure

69.Company drug and alcohol policy

70.Master standing orders he checked when to call master deeply.

71.randomly checked GMDSS last few days entries

Sire Inspection at Singapore: Question asked.

4E: Third officer calls in the ER, Rudder angle is not changing, what will be your action.

3E: you are taking AE on load, suddenly black out what will happen next?

During the manoeuvre ME has missed the kick, now not starting from ECR, What is your action

2E: SW line is ruptured, water on tank top, what is your immediate action.

What is the minimum level required for a steering gear oil storage tank tank?

What is the timing test in the steering gear movement? Why only 35 to 30 not 35 to 35?

Choff: what is Master's overriding authority?

Secondry and primary means of venting and their set points?

3OFF: How many cargo emergency stops and their location?

Yesterday i had one italian sire inspector

We were at anchor

40-50 m depth

10 miles from shore

His question was why u didn’ t mark abort point

I said i have marked for port when we go from anchor to berth

For restricted channel

No no why u have not marked here

Prior arrival anchorage

I said here no restrictions to turn the vessel, its all open

But he was stuck with one question why u have not marked abort line here

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SIRE 2.0:

Only Engine Department focused in this:

According to the inspector and my observations, the primary focus was on the Safety Management System (SMS) and crew familiarity with it.

During the opening meeting, the inspector stated that:

- There's no need to present all documents, as they're uploaded on the website.
- Documents will only be reviewed if questions arise.
- Computers with SMS access are required in the ECR, CCR, CE office, and Bridge for efficient processing.

The inspection consisted of:

- Questions to engine crew (listed below)
- Routine rounds in Engine room
- Photography of notable items

Engine Room Questions:

1. Does your SMS specify maintenance requirements for the IG plant? Can you show it?

2. What does your SMS state regarding BWTS maintenance and checks?

3. Show me the critical spares list as per SMS. Do you comply with it?

4. What critical spares do you maintain for the deck crane?

5. What actions are taken upon main/auxiliary engine failure, according to SMS?

6. How often do you test local maneuvering? When was it last tried?

7. What's the frequency of L.O. lab analysis as per SMS?

8. Do you have certificates for insulation mats?

9. Does your SMS specify manning levels during critical operations? Can you show it?

10. Do you raise a Risk Assessment (RA) for bunkering? What's your company's requirement?

11. How do you dispose of bunker samples older than one year?

12. What are the maintenance requirements for chargeable life raft lights, as per SMS?

Additional Inspection Activities:

- Trying out alarms (same list as before)

- Witnessing OWS operation

- Checking routine items (O2 analyzer for IG platform, gas welding hoses, etc.)

The application for inspection in the tab had some features like:

- Select responses from predefined options (e.g., "As Expected")

- Record audio comments

- Take photos

- Type additional comments etc

To complete the inspection within the allotted time, the inspector primarily used predefined response options and took photos of some items during rounds.

Note: Questions were tailored for specific crew members (junior officer, senior officer, rating), but the inspector accepted satisfactory answers from anyone.

SIRE 2.0

03 OCT 2024

At Jurong Universal Terminal

Bridge :

1. Checked and compared the N2 panel readings with the one in CCR

2. Asked to switch on all NAV lights. Asked how and when do you test the power failure alarm

3. Procedure to switch over to local steering in the SG room. Wanted to see the poster for it.

4. Checked the fire alarm panel for any alarms or disablements

5. Checked VDR for alarms. Asked the procedure for taking back up and the company policy as to when the back up is to be taken.

6. Compared the Pilot card with Wheel house poster

7. Checked the displacement on the pilot card and asked whether it was the same as the one in Chief officer's Departure conditions. I said not always..at times I use the hydrostatic tables to enter the displacement.

8. Check bell book/Log book for entries for Con with Master, Master pilot exchange,BNWAS On/Off. Passage plan meeting

9. Asked procedure for Echo sounder depth alarm & BNWAS power failure alarm. Checked log entries for them.

10. Wanted to know were ECDIS settings were discussed with the Pilot. I had written the Depth and SGZ alarm settings in the MPeX.

11. Checked the arrival check list and change over of watch checklist and log entry for them

12. Checked NAVTEX stations selected and procedure being followed to ensure all the OOWs are aware of the warnings.

13. Radar performance test record. Asked how often do you check ARPA and any record for it

14. Checked SART,EPIRB and GMDSS radios. Record of the checks.

15. Last DSC test and Battery capacity test

16. Check the passage plan for change in bridge watch level and security measures.

17. Asked the members of the bridge team and checked the log entry whether Ch eng is mentioned in the passage plan meeting record

18. UKC policy and whether calculation is done for each leg.

19. No distraction policy

20. Arrival markings on ECDIS.

21. Procedure to switch to DR mode in ECDIS

22. Procedure to do Manual Updates on ECDIS.

23. Checked the digital publication and compared if they are mentioned as digital in the company checklist

24. Checked Magnetic compass for bubble

No remarks

SIRE 2.0 a new ball game in town ,

I finished one today and the understanding level of inspection is important to know the depth of it.

The whole Sire 2.0 is ruled by pre vetting information given by the operator and the ship . Operator gives the PIQ with vessels photos at fixed location and angle as specified in the OCIMF format . The most important thing on PIQ is information given of the company policies and its implementation on their vessels . An example is if on the PIQ company has stated all his officers are having Liquid cargo handling simulators than the same is noted by the OCIMF software to check its implementation .Vessel side HVPQ is properly updated and sent to company for uploading on the sire website . All this is done atleast 3days prior sire inspection

The OCIMF sire 2.0 software than algorithmically sends up a checklist for the nominated inspectors tab about what things to check and which areas to check .The inspector once he comes onboard opens up his tab and try connecting to WiFi printer for a print check .

Than he opens his tab and starts his inspection by clicking on his tab as inspection start , he pauses the tab and resumes after breaks , overall 8hrs to be completed on the tab itseems .

The question are based on 3 aspects namely PROCESS, MACHINERY , HUMAN ,

Each area highlighted to be asked has 3 aspects of question . That means if there is an shortcoming in an area , 3 observations can come namely from all the 3 aspects

E.g ; if there is a defect in machinery he checks PROCESS: is there company procedures to report defect , then he checks MACHINERY :whether machinery fault is involved ,and I. HUMAN he will check whether vessels staff follows the company guidelines .

On and all it’ s an extensive induction which aims to filling up the loopholes in previous inspections being carried out .

Looks like AI is used to algorithmically prompts the inspector to ask questions to each department crew .

Through my conversation with the inspector , he says the questions which pops up to ask are sometimes tricky and is done solely not maintain a bank of questions of a particular inspector .

He was telling the first Sire 2.0 inspection of a vessel is a base inspection which will further project questions and areas of concern in next inspection of the vessel .

On inspector point of view , it looks beneficial for them as the areas to check are already prefix to them on the tab . Only thing is the inspector is monitored closely by OCIMF after sire 2.0 , but it gives every right for them to stop and abort the inspection

If any case arises

On and all Sire 2.0 is here to stay and looks like it will change the perspective of management companies who try to find loopholes in regulations in this crunchy time of shipping business

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Fire Inspection Report - Kaohsiung, Taiwan

Date: October 8, 2024

Location: Kaohsiung, Taiwan

Time: 17:15

Inspector: Chinese-Singaporean, very friendly demeanor.

Key Events:

1. Arrival and Initial Request:

The inspector arrived on the bridge at 17:15.

He first requested several logbooks, including:

Master Night Order

Day Clock Book

Moment Book

Compass Error Book

All books were prepared and presented.

2. Master Night Order:

The inspector requested to see the Master Night Order to verify that the Master writes it every night.

The latest entry was on October 7, which satisfied his request.

3. Moment Book - Watch Level and Policy Discussion:

The inspector asked to verify if the UKC policy was discussed with the pilot during an exchange. It was confirmed that discussions about traffic, UKC, etc., were held.

The inspector inquired about the increase in the bridge watch level, which was shown in the Moment Book.

4. Day Clock Book - Fire Rounds:

The inspector requested the Day Clock Book and checked for fire round entries. He noticed that no entry was made at 4 AM, and after explanation, he noted it without raising an observation.

5. Radar, AIS, and Equipment Checks:

The inspector inquired about:

S-band radar for weather and AIS usage.

Magnetron running hours and replacement history. (7000 hours, last replaced as per records).

SART testing procedures, particularly for AIS SART, which displayed correctly and impressed the inspector.

6. GMDSS Logbook:

The inspector confirmed:

First officer is in charge of distress operations.

Second officer handles maintenance.

He checked the last monthly checks (carried out on the 21st) and the DSC test with Vilona.

7. UKC Policy and Passage Plan:

The inspector reviewed the company’ s UKC policy and the passage plan, including amendments made for drifting and anchorage.

He examined sailing directions for Kaohsiung and the AIO status, verifying that Taiwan has AIO coverage.

8. Charts and TNPs:

The inspector asked for updated charts, which were shown as updated to week 39, with week 40 in process.

TNPs were checked and found in order.

9. Alarm System and ECDIS Checks:

He asked to review the alarm settings and the ECDIS accuracy.

The data transfer between passage plans was tested and confirmed as automatic.

The inspector also reviewed around 50-60 alarms related to echo sounder readings, which were explained as due to deep water.

10. Echo Sounder and Navigation Lights:

The inspector requested an echo sounder check during pilot boarding (depth was 52 meters).

Navigation lights were tested, along with spare light fuses, and found to be in order.

11. Procedures and GMDSS Equipment:

The inspector confirmed the GMDSS radio on the bridge could not be used on deck as it is emergency equipment.

He reviewed ENP certificates and requested to see them in the software, not just printouts.

12. Sailing Directions and Publications:

He checked the Sailing Directions for China Pilot 3 and found them to be in order.

13. Conclusion:

No observations were raised for the bridge.

The inspection was friendly, and all questions were satisfactorily answered.

Notes:

The inspector was very cordial, asking clear but not overly difficult questions.

The inspection went smoothly without any major concerns.

📌📌📌📌📌📌

Sire Inspection

Trinidad

Equinor

Inspector American from Newyork..

questions for Engine room and CE

1) company policy for entering defects , show me the policy where it is decided that which defect need to be reported to office and which not

2)Bunker checklist , company policy of retention and disposing the bunker sample

3)where do u mention about the watch upgrade in engine room when at port arrival, traffic or manouvering time , what is company policy

3) Seemp 3, company policy of energy conservation how do ship implement this.

4) Seemp 3 SOC

Seemp plan

6)where is the safety checklist and company policy of safety inspection by safety officer

7)ECA entry/exit CL

8) Bunker checklist H2S and benzene checks, where mentioned

9) Do u record somewhere UMS time alarm record, company policy of entering Engine room while in UMS

10) CE standing order and Daily order

11) CE- how will you release CO2

12)2E- company policy and procedure for Encloaed space

entry

13) Engine Rating- working aloft requirement

14) what all checks to do before donning safety harness

) Procedure and company policy of Hot work

For ratings and crew

- Deck crew asked what all things u need to prepare when rig combination ladder?

- If bridge tell u change from port side to stbd side, do you have new permit or use same permit for port side?

- Enclosed space entry you are link man, the chief officer ask you to come down enclosed space one platform to assist pick up some garbage, what you will do?

- Garbage collection area is full, what you do?

- Which ventilator not suppose to be shut in port?

- Checked deck stores and paint stores properly stowed.

- Asking motorman Launching procedure of liferaft.

- Ask galley steward, master announce abandonship from where you will take life jacket and immersion suit?

- Asking pumpan how to operate fixed foam fire fighting system.

- For Second Officer

- Ukc policy

- ecdis familiarisation

- Safety depth and contour settings

- Ecdis updates primary and back up

- Pilot card with time mentioned

- Svdr download procedure

- Radar interchange procedure

(We have 3 radars but only 2 monitors so he asked procedure)

- All Christmas lights testing

- drill reports and training

- mooring arrangement

- ais testing procedure , last test records

- watch level with name of bridge team

- test Epirb (ensure to take permission from master before testing)
- list of e publications

Master related

- how does your company do training for officers and crew. Explained about one ocean and seagull
- audit reports verified
- drydock report checked
- all documents randomly checked
- cross checked work rest hour for 5 people - 1 from each department make sure tally with drills and port timings
- safety meeting reply from office

Third officer related

- one observation he told but never write down, lifejacket onvoard 3 different makers but in Solas training manual only 1 procedure.
- check the lifeboat rudder hard over
- checked lsa and ffa records
- he had asked to open canvas for embarkation ladder port side, just checked visually.

Ccr , chief officer and deck

- normal rounds on deck start from bridge wing
- asked for certificate for lifeboat , gangway , crane wire, vessel just completed drydock so all renewed no issues.
- asked me to test the exhaust fans for paint store , chemical locker
- Edg start manually after taking permission from loading master
- checked eta forward and aft

- asked question what is conpany procedure to take ballast water sample.
- Bwts system asked process and type.
- checked Bwts log.
- our Bwts tripped for 30 mins due to some alarm so he wanted to give observation but we managed to make some story.
- defect reporting system.
- make sure photos are not so old, he was not happy with forecastle photo uploaded in sire.
- tested high level siren after loading master permission.
- gas meter asked second mate in ccr to show calibration procedure.
- asked second mate what u will do if cargo leak or overflow.
- asked ab on deck nearest emergency stop.
- checked mooring brake adjusted to markings.
- checked emergency escape hatch coming out from engine room.
- cargo line pressure test record - last done in drydock so had records

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Sire 2.0

Location- STS , Lome ,Togo

Inspector- Indu Prakash

1. Ukc policy as per company

2. Vessel at kandla, set on mud, how refloat it and make it sea going condition

3. Watch keeping levels for bridge as well as for engine at every condition

4. Bridge and engine watch keeping level at the time of drifting as per sms manual, specifically to be mentioned for drifting- not mentioned in sms manual- observation raised on ship operator sms manual

5. Date compared for the EGC msgs received and entry in gmdss log book

6. Passage plan reviewed specially the deviation and drifting plan [last minute changes]

7. Passage plan as per security related areas- HRA

8. SART working procedure and asked about why only 12 concentric circle on x band radar

9. How to find compass error when only magnetic heading is available and no gyro heading is available

10. Referred few bridge log books

11. How to do manual update in ecdis for T&P , ask full procedure

12. VDR back up procedure and same to be posted

13. Asked about fire pannel from ETO

14. Start fire pump from bridge

15. Checked illumination light for magnetic compass from bridge

16. Vsl is at STS - one radar on transmitting mode and another were switched off - give reason

17. Epirb working procedure

18. Bridge procedure guide- give print out for C2.2 page

19. Enp , adp, ecdis updated to which week

20. Checked one gmdss portable walkie talkie and inspection record

21. Checked magnetic compass for any bubbles

22. Visual check of Christmas tree at monkey Island

23. Checked all marking for antenna

24. Checked MOB buoy ,rpm indicator and rudder indicator on stbd side bridge wing

BRIDGE INSPECTION FINISHED WITH NILL OBSERVATION- BRIDGE CLEARED

✍✍✍✍✍

SIRE 2.0

18-OCT-2024

As soon as he entered the bridge he asked to try out echosounder depth alarm .

And then :

Bridge tried out wipers

Saw telegraph printer

Told to test take out navtex self test

print

Asked minimum steering speed

Ecdis ups time

Saw wheel house poster

Saw radar settings/ transmition time and asked magnetron changed date

Checked aldis lamp

Checked portable GMDSS vhf and asked why no hanging strap to them ?

Tried out all Christmas tree lights and nav lights and checked for alarm for one nav light by removing fuse for alarm .

Immersion suit opened and checked

Company procedure for bridge watch level and E/R and on passage plan.

GMDSS battery test carried out

Checked for emergency light for its console

Sat c power off and load on battery

Checked for all bridge wing repeaters (gyro/ log/ rudder angle tried out with steering/rpm indicator...)

Checked battery room

Monkey island inspection

Asked for passage plan on paper and same time told to open plan on Ecdis.

Checked for various user chart markings: PI , sec. Level in detail for bwl as we transited HRA. E/R watch level, contingency anchorage. And various markings.

UKC calculation sheet checked in detail one by one each point and each line .

UKC policy

Ecdis update procedure

Passage plan security section

Saw Ecdis planning station and asked ordering and update procedure.

Saw in detail all enp and adp and its update date.

Asked for voyage ENC REPORT

Asked Take me home charts(we don’ t have it physical .. showed him on navtor)

Asked in detail how paper charts are corrected and from where you get corrections in detail .

Asked for security charts and same paper chart update . Asked how will you get your t&p for your route.

Ais on off log and procedure.

Asked to show Ecdis setting change entry

Asked annual notice to mariner contents. We didn’ t had it in enp. So he asked me for provision to get its corrections .. I told him that have option to get it through navtor . He saw and was satisfied .

All publications as per standard library checked .. he opened and saw my standard library in detail .

Showed him wetherby app where we have all publication in soft copy.

AIS test

Asked to show vessel static data and dynamic data on AIS .

Checked gyro room

Asked for fire pump gauge location on bridge

Difference between x band radar and s band radar . Which one to use in rainy weather and which one to use for tracking small boats and settings.

Anti virus status on ship computers and nav computers

Engine room alarm and manning status panel/ action in case of alarm on bridge

Saw UMS log

Procedure for trying out emergency steering

Radar blind sector

Fire panel checked(make sure delay off and no alarms)

Fire pumps console on bridge

Then he went on deck

And I went to CCR for watch

Came back to CCR and I was the duty officer:

qstn In CCR :

Chief officer standing orders

Action in case of failure

Action in case of over pressure of tanks

Cargo tank venting settings

How will you come to know

Ig valve position on deck and how you ensure it’ s maintained .

In case ig valve stuck what action.

How much o2 to maintain in tanks during cow

Where to check tank o2

Action in case of leakage on deck

Details Action on pump room flooding (lineup of stripper pump / flooding damper etc..)

First thing to check when going for deck rounds before taking over watch

Cop emergency stop locations

Various scenarios when cop will trip

Which Type of deck seal .. also asked does it provide continues water supply to deck seal ?

Pressure settings hi hihi and low

Cargo tank high level and over fill alarm setting and alarm panel location

How many gas meters and Span gas calibration of one multigas

Bwts type

Ways to Communicate with shore / terminal

Emergency contact list

Who all are on deck watch now

I guess there more qstn ... will send you if I remember them ..... only remark was rpm indicator not working .. it' s known to company and was ordered already .

Forwarded message

Only 2nd off are sending

it' s a request if u guys can make little more information for engine and other ranks also

Port Antwerp

Sire inspector dmitri petrov

Russian

Sire 2.0

1. How will you prepare your Ecdis for new voyage
2. what all things you will check while preparing new voyage
3. what all publications you will check and referred
4. how you set up your radar while taking over watch
5. what is ais and in detail check of ais
6. how do maintain bridge equipment monthly check record
7. what is chart 1 define
8. show chart 1 in Ecdis
9. what is date dependent object
10. how you check and apply the same
11. aldis lamp check and spare bulb requirements
12. in company SMS show were is it written pilot is part of bridge team integrated
13. difference between mob lifebuoy and normal life buoy
14. lenght of mob line and were is it written it should be 4 mtrs when k ans him he asked
15. check 3 survival craft vhf
16. Navtex station check which present voyage and filing
17. Gmdss equipment check and record
18. Vdr monthly check record and saving hours
19. check lta and bridge rocket flare
20. Master standing order check
21. Ukc policy
22. Ukc sheet check
23. waypoint sheet cross check with shallow, safety , deep countour

24. In hospital he suggested that mask for o2 can be cover and kept in zip lock for protection

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Inspector: Capt Malith Topu

Aliaga Turkey

Observation

1 Hvpq information incorrect

2.Techinal coating file not update

3. Crew not familiar with Life jacket(make and model number)

4. Handrail missing in ER

5. Crew not familiar with Engine watch level/ Not recorded in Manoeuvre

6. Crew not familiar with log feed in AIS

Inspection was thorough each and every equipment were check on bridge for maintainance as per company procedure and maker's instructions

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Chapter 2	**Certification and Documentation**

2.4.1 Were the senior officers familiar with the company procedure for reporting defects to vessel structure, machinery and equipment to shor+based management through the company defect reporting system and was evidence available to demonstrate that all defects had been reported accordingly?

Inspector's observation:	Category – Human: Senior Engineer Officer: Not as expected. The two open defects reported in the defect report were noted past the due target date by 2 days. As per company policy and procedures a Deferment Request should be submitted. No request was sighted for the two open defects reports. The GC pending as per the list dated November 2023 were not reflected in the defect report as required by company policy 1.4.3 Reporting Technical Defects. 2. Custom and practice surrounding use of procedures
Chapter 3	Crew Management

3.2.2 Was a report available onboard which confirmed that a dynamic navigational assessment by a suitably qualified and experienced company representative had been completed while on passage as declared through the pre-inspection questionnaire?

Inspector's observation:	Category – Process: **Not as expected – procedure and/or document deficient.**

	The dynamic navigation audit was carried out on 5 July 2023. The internal ISM audit was carried out on 15 to 16 March 2023. The dynamic audit report did not indicate the assessor's qualifications.

3.2.5 Was a report available onboard which confirmed that a comprehensive cargo audit by a suitably qualified and experienced company representative had been completed as declared through the pre-inspection questionnaire?

Inspector's observation:	Category – Process: Not as expected – procedure and/or document deficient. The cargo audit was part of the ISM internal audit report and the cargo audit report was not substantially in alignment with the suggested best practice guidance of TMSA KPI 6.4.2.

3.4.1 Was there an effective system in place to record and monitor the hours of rest for all personnel onboard in compliance with STCW, MLC or the regulatory requirements applicable to the vessel?

Inspector's observation:	Category – Human: Senior Deck Officer: Not as expected. The monthly rest hours period chart for each officer and crew was submitted by the Master to the office followed by a summary of any rest hour period violation during the month. The company's monthly response for the rest hour period, reference section 11 was " ISF review sent through separate mail". No such email record was sighted. 2. Custom and practice surrounding use of procedures
Chapter 4	Navigation and Communications

4.2.2 Were the Master and navigation officers familiar with the company under keel clearance (UKC) policy and procedure, and were records available to demonstrate that the required calculations had been completed at the appropriate points during each voyage and the vessel had remained in compliance with the UKC policy?

Inspector's observation:	Category – Human: Junior Deck Officer: Not as expected. The UKC and squat calculations for the most recent passage plan with pilot on board in navigation channel was done at a maximum speed of 10.5 knots. The logs for the passage plan showed maximum speed during pilotage at 12.9 knots. No squat calculations was sighted for the higher speed 9. Opportunity to learn or practice
Chapter 5	Safety Management

5.5.1 Were the Master, officers and ratings familiar with the company enclosed space entry procedures, and was evidence available to demonstrate that all enclosed space entries had been made in strict compliance with the procedures?

Inspector's observation:	Category – Human: Senior Deck Officer: Not as expected. Deck seal inspection was carried out on 5 July 2024. The hazard identification and RA form for the date indicated PTE 02A/B was completed with all enclosed space entry procedures. After repeated checks the completed forms could not be sighted. 1. Recognition of Safety criticality of the task or associated steps
Chapter 5	Safety Management

5.8.5 Were the Master and officers familiar with the company procedure for safety inspections of the machinery spaces, and had inspections been effective in identifying hazards to health, safety and the environment?

Inspector's observation: Category – Process: Not as expected – procedure and/or document deficient. There was no checklist provided to facilitate the safety inspections of the forecastle.

Questions Sire 2.O with IMRAN KHAN

LOCAL PROCEDURES AS PER COMPANY FORM

Range of aldis lamp.

Echo sounder alarm limit at open sea. And Company policy

logging of Changing of depth alarms in echo sounder.

What margin is considered safe as per company policy between both gps if positions are not same.

Maitaince of GPS

Using GPS 1 Or GPS 2 input sensor In ecdis/radar and how frequent we check both input sensor working well.

Last system/software update of ecdis

Presentation library and edition

Passage plan checks

BWL as per legs and BWL /ERWL explanation

RADAR PERFORMANCE CHECK AND LOG KEEPING

GMDSS LOG CHECK

WHAT MODE SHOULD BE

RADAR KEPT AT ALL THE TIMES

EXPLANATION

GROUND STABILIZATION/SEA STABILIZATION

WHY WE USE STW

VIABILITY CRITERIA

HOW FAR WE CAN SEE TO THE VISIBLE HORZION IF WE ARE AT SEA LEVEL OR AT THE BRIDGE

CALIBRATION OF GAS METERS

WHY WE USE HIGH LEVEL/OVERFILL DURING DISCHARGING OPERATION

WHAT IS COLD START

CARGO TANK VENTING SETTINGS IN ALL MODES.

WHICH READING OF O2 IS MORE DANGEROUS AND UNSAFE IF GAS METRE SHOWS 19.5 or 23.

UKC POLICY

SHALLOW WATERS AND COASTAL WATER DEFINITION.

ACTION IN CASE OF COURSE RECODER FAILURE AND COMPANY REQUIREMENT

NAV LIGHTS MAINTAINCE AND TESTING SCHEDULE

Port -Aqaba,Jordan

23rd October 2024

Bridge -

1. Radars magnetron TX hrs.
2. Manufacturer recommendation for replacing magnetron.
3. Company policy to change magnetron.
4. Difference between x&s band radars.
5. How often do you check position input in radars?
6. GNSS maintenance.
7. Aldis lamp testing.
8. Sart maintenance.

9. Epirb maintenance.

10. Gmdss log book entries.

11. Passage plan (ukc, bml, eml)

12. Ecdis safety setting policy

13. Ukc policy

14. Markings on ecdis

15. Ecdis Alarm management policy

16. Security charts

17. How you order charts.

18. T&P notices (NTM reference)

19. Latest NTM checked.

20. Bnwas different stages alarm.

21. VDR backup procedure.

22. Heater for glass + horn (ice class vsl)

23. Poster of maximum anchoring depth.

24. Manual corrections.

25. Navtex and nav warnings management.

26. Passage planning 4 stages.

27. Appraisal checklist

28. Squat calculation.

29. EML understanding.

30. Ais maintenance

31. MfHf vhf satc test records

32. Emergency light gmdss station

33. Battery discharge test result

34. Nav light failure test

some random questions related to the above topics.

Sire 2.0 Questions asked

19th Oct 2024, Tarragona, Spain

Capt Fernandes (Indian origin)

2/off questions

In Capt cabin 15 min

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1. Initially called to Captain's cabin as per his tablet instructions and asked about company PMS system.

2. Asked about radar maintenance jobs

3. Bearings lubrication frequency and type of grease used, clarified that some eqpt jobs were carried out by Electrical officer as it came under his job section. Still wanted to know the process and steps as all bridge eqpt is under 2nd officer.

4. Wanted to know if officer's were aware about company PMS procedure and if instructions in PMS were sufficient

5. Last restricted visibility checklist , was Master on bridge and work rest hours of Master checked

6. Last Nav audit and was it static/dynamic

7. Magnetic compass and TMC maintenance as per PMS. Did it have anything regarding tightening of sphere / correctors and lubrication.

8. Was deviation card checking part of PMS procedure

On bridge 45 min

___

1. Are all bridge equipment working well?

2. Asked about BWL , did deck log book have lookout names

3. Was BWL increased in restricted visibility

4. Checked fire patrol log

5. Bridge team composition

6. How is Pilot part of bridge team

7. Aldis lamp on battery tested. 3 spare lamps checked

8. Pre arrival, departure and familiarisation checklist

9. Checked master pilot exchange and if it contained EPL

10. Wanted to check if EPL was part of bridge familiarisation. It wasn't, because it was already part of general onboard familiarisation

11. Asked bout EPL and it's purpose. It's relationship with synchronous rolling

12. How will EPL be overriden, the procedure to be used

13. Passage plan had security levels and planning stage consideration . Vessel had additionally participated in MVRS as per Q6011 via online submission of Alfa report.

14. What are different ECDIS display layers and their differences

15. What layer is used for planning

16. What is base layer

Why can't base layer be used for planning

17. Passage plan safety contour / depth settings were marked for the different legs and calculation checked

18. Was safety contour entered correctly for route check?

19. What is safety contour/ depth?

20. Look ahead settings as per company policy

21. CPA tcpa alarm settings

22. X band and s band difference and when is it used

23. Which radar will be used in fog?

24. Why does s band radar work better in adverse weather/ rainy conditions?

25. Paper charts (take me home) if any onboard - N/a

26. Did vessel have security charts and routeing charts for last voyage?

27. Echo sounder settings in planning, what is deep and shallow water?

28. Company UKC policy

Tested UKC alarm

29. Was voyage completion debriefing carried out with BTM

30. What is companies drug and alcohol policy?

31. Distress transmission method. How to send designated, undesignated distress on Sat C.

32. Have you ever transmitted a distress?

33. Compared gyro repeaters

34. Checked antennas for cables and connections ,No loose cables should be observed

35. Checked magnetic compass for bubbles , covers and canvas

36. Asked about quadrantal correctors and their purpose

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Bridge remarks:Nil

Following as received in another group

IDEMITSU - SIRE 2.0 @ Ulsan, Korea

24 Oct. 2024

NO. OF OBSERVATIONS : 02

Started Inspection soonest upon Boarding

- Briefed at Gangway by Ch Off and with Safety Template.

- Asked Security related question to the AB who was at gangway

AB

- Security Level / SSO / His duties - Replied Unable to tell as it is confidential.

- Asked him with regards to Cargo carried onboard / Precautions to be taken

- MSDS and where to find it

Since vessel was still Berthing at SPM was escorted to Conference room by Add 3/O.

Completed most of the related Certification / documentation with Add. 3/O

Add 3/O

- Certificate / Trading / Non trading / LSA/FFA File

- CSR / ESP / V/L Hardening Plan only

- Onboard Navigation Audit records / Static & Dynamic Audits carried out reports

- Master's Reviews / Frequency

Started Rounds from Bridge and then to Main Deck.

(specifically asked to be accompanied by 1 Senior officer / 1 OOW / 1 Rating for the round)

Add 3/O

- Start Emergency Generator

(Here 3/O started but when asked how to take onload, was not clear about the procedure)

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- WBT visual inspection

- Enclosed Space definition / His Duty / Gear to be kept / Communication timing / Duration of permit

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- Safety checks and precautions for Mooring operations while going for stations

Dk Cadet

- Atmosphere check in random selected COT for O2%
- How much requirement for O2 in IG delivery

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- What will you do if C/O say you proceed and rig up will fill up permit later
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Finished forecastle / main deck and verified various tests as routine SIRE inspection

- PV Valve Mesh / PV Breaker
- Fwd. store Bilge Alarm / Testing frequency - Verified with PAL
- Helicopter equipment
- Tested SCBA for Pressure / Whistle check
- Pumproom Flooding Damper operations
- Routine rounds in Pump room

- Galley Round

BRIDGE

2/O

- Checked passage plan

- ECDIS Corrections / Publication etc.

- Bridge/ER manning composition / Company procedure - In PAL

- Security related entries in Passage plan / Measures

- Random checks of equipment

- Company specific procedure for Speed Log / PMS in PAL

- Carried out Testing of Nav Lights

* One main mast upper light fused in front while doing test. OBSERVATION - Indicated it as Hardware - Sudden failure as we showed every watch entries made for Nav. light verification in DLB.

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- Look Ahead settings / Company guidelines - Show in PAL / Compared with Master's SO

- Various depth settings / UKC policy / Company procedure - PAL

- Pre-Arrival / Pre-Departure C/L / Steering gear test verified

- Checked if VHF is on Low Power

CCR

Following verified

- Discharge Plan / COW Plan / related C/L / Pressure testing certificates for Lines

- Loadicator verification / Frequency / Company procedures

- IG Failure Company Policy

- Ship Shore Safety C/L

- Cargo Valve timings / Frequency of checks / comparison with what - Yard timing sheet

- General BWTS questions as BWTS was not operations and also not in the question set

- MSMP / Mooring Certification / Mooring Matrix thoroughly checked / Renewal criteria

- Brake Testing kit - Calibration for pressure gauge

- Lights / Alarms check to verify all valves are lighting

CHOFF

- Primary / Secondary means of Venting

- Pressure setting requirements for SAAB

- Fixed Gas detection system / Calibration / Frequency / Company procedure

- MSMP replate questions / Renewal criteria

- In case of IG Failure / Action / Company Policy - Show in PAL

- Loadicator questions random

Proceeded to ECR for his E/R rounds

CHENG

- DDRL / Checked in details

* If any items listed in DDRL are in the VIQ list then it WILL be still put as Hardware related observation provided RO has been raised & Supdt. has replied.

- Various Alarms tests / checks in ECR

- PMS checks in PAL with CE

There were many other things checked and asked within the officers / crew but honestly did not bother going along with them. Left them to handle their own mess.

SIRE inspection during STS- @LAGOS

October 21, 2024

The inspector carried out SIRE 2.0 inspection at Lagos STS area while vessel was engaged in discharging operation.

The vetting inspector boarded the vessel at 09:15 and commenced the pre-inspection meeting at 09:30, during which he explained the procedures for the new SIRE system and the inspection schedule. Like SIRE VIQ 7.0 he clearly pointed out that this inspection will not affect the ongoing cargo operation and the agreed scheduled for inspection can be changed to avoid any violation of rest hours or safety of the vessel. He also pointed out that as per SIRE 2.0 requirements during this inspection he will ask certain questions to officers and crew . At that time, he does not want Master or any other officer to prompt with any comments as he only wants to have an answer from the person whom he had asked. Failure to do so will be taken as an observation.

1) Documentation and company’ s policy

- The vetting inspector spent approximately one and half hour for reviewing and inspecting all vessel and crew certificates.

- He had gone through the defect list in detail and keen to see if any dispensation letter was given by the flag state.

- He told the Master that during the inspection he would like ship staff to try out the lifeboat’ s engine, emergency generator, OWS in simulation mode, and fire pump.

- He compared the HVPQ with the data provided in the PIQ and cross-checked with the Master to ensure the dates stated in the PIQ are accurate and correct.

- He told Master that he wants to see two ballast tanks from deck level so prepare them accordingly.

2) DECK

- Inspector went on deck from the bridge going first to the monkey island and after going down to deck.

- He requested that all emergency lights be turned on for inspection and proceeded to check all safety items as per standard procedure.

- He requested that the officer on watch and a representative from the engine room accompany him during his inspection on deck.

- He asked whether the BWTS room and forecastle are covered under the enclosed space entry permit and asked if there are specific instructions for entering these spaces.

- A detailed inspection was conducted on deck and on the structural condition of the vessel, and he compared the actual condition with the photos provided in the PIQ which all where compatible.

3) BRIDGE

- Inspector spent 45 minutes on the bridge and checked almost every equipment to ensure that they are in good working . At the same time he asked the navigating officer about the following :

- Number of sensors and their respective input in ECDIS.

- In case any of the sensor fails then what will be the response of the officer and what the company' s navigational says about it.

- In ARPA what type of speed input vessel use for collision avoidance and why ?

- Differences between X and S band radar and what radar will he use in a rainy day while approaching pilots' station.

- Why the performance monitor (PM) for ARPA is required and how often vessel carried out this test. He also checked the records for PM monitored on board.

- He checked some checklists for the previous ports and the STS checklists for the present port. He had gone through the STS checklist which was used for the ongoing operation that it was properly filled and verify the entries made in the logbook.

- He randomly checked some signed checklists to ensure they were accurate and confirmed that the versions used were the latest .

- He asked the key or password for BNWAS, for which officer told the company’ s strict guidelines for the use of the equipment.

- He asked company’ s UKC policy and the checked the previous required computed against the past passage plans.

- He requested the second officer to present the bridge manning levels during anchorage and specify the times when the bridge must be manned with a rating.

- He tested echo sounder and compared the present depth against the echo sounder readings, with setting of echo sounder alarms.

4) CCR

- The inspector checked the ongoing discharging plan and asked questions about the company’ s requirement for the stress and bending moments while vessel engaged in cargo operation at present STS location.

- He asked the chief officer about company’ s procedure for pump room rounds and any permit required prior entry.

- He asked pumpman that what all he will do prior entering the pump room.

- He also checked the knowledge of pumpman for the use of personal gas meter.

- He asked the OOW what all he checked while taking deck rounds apart of mooring lines.

- For IG he checked the required parameters and asked the duty officer that what he will do if the oxygen content of IG will increase.

- He randomly checked the expiry dates of span gas available and the calibration records of the gas detection equipment on board.

- He checked the printout of ODME that when it was used last and verify that the required entry was there in oil record book.

- He asked chief officer to show that when was the last time, he had checked the accuracy of the loadicator in use.

- He had gone through the port logbook and checked the entries made including the entries for the comparison of cargo figures between mother and daughter vessel.

5.ENGINE

- The first thing he checked was defect list made by the vessel against the information provided in PIQ.

- He checked the UMS checklist and carried out test on UMS alarms

- For the lube oil test records, he had gone through the reports to verify the condition of oil in use.

- He also checked the changeover procedures of fuel oil and their respective records.

- Checked the running hours for ME and the auxiliary engines. Verified that maintenance carried out within the timeframe as per vessel’ s PMS and makers guidelines.

- Gone through the permit checklists and verify with the records available.

- Interviewed ship’ s fitter about the procedure for the hot work carried out in E/Room workshop and outside workshop area. Does the vessel’ s require hot work permit if carried out in engine room workshop.

- Checked the OWS alarms , bilge alarm , quick losing alarms , funnel dampers emergency generator, emergency pump and engine room flaps.

SIRE 2.O

Jebel Ali

1. Ecdis updates
2. ADP and enp updates in back up PC
3. echo sounder depth alarm
4. Aldis lamp checked
5. Gmdss radio, Emcy light
6. False distress poster near gmdss

console

7. UKC policy

8. VHF and MF HF DSC test record

9. passage plan meeting record

10. difference between X and S band radar

11. AIS during collision avoidance

12. publication list

13. extra lookout entries in log book

14. Arrival departure checks entries in log book whether checklist number is mentioned or not

15. publication list

16. BCR is mentioned in master standing orders

17. Pilot card

18. working language is mentioned in pilot card

19. Speed log maintenance

20. in passage plan ECDIS checklist and UKC calculation checked thoroughly

21. GMDSS monthly test entries and record

22. master night orders

23. VDR procedures to download data

24. EPIRB tested

25. chief engineer in passage plan meeting

26. Passage plan markings

27. position plotting intervals

28. Lookahead and contour settings

24 Oct. 2024

NO. OF OBSERVATIONS : 02

Started Inspection soonest upon Boarding

- Briefed at Gangway by Ch Off and with Safety Template.

- Asked Security related question to the AB who was at gangway

AB

- Security Level / SSO / His duties - Replied Unable to tell as it is confidential.

- Asked him with regards to Cargo carried onboard / Precautions to be taken

- MSDS and where to find it

Since vessel was still Berthing at SPM was escorted to Conference room by Add 3/O.

Completed most of the related Certification / documentation with Add. 3/O

Add 3/O

- Certificate / Trading / Non trading / LSA/FFA File

- CSR / ESP / V/L Hardening Plan only

- Onboard Navigation Audit records / Static & Dynamic Audits carried out reports

- Master's Reviews / Frequency

Started Rounds from Bridge and then to Main Deck.

(specifically asked to be accompanied by 1 Senior officer / 1 OOW / 1 Rating for the round)

Add 3/O

- Start Emergency Generator

(Here 3/O started but when asked how to take onload, was not clear about the procedure)

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