



SIRE 2.0

REALITY CHECK

SIRE 2.0 INSPECTION EXPERIENCE - HOUSTON

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Questions pertaining to Navigation and during bridge rounds:

1. Asked to show when was the last time Heavy Weather Checklist was complied with, and checked relevant entries in Deck Log Book. Advised to also log the timing when Heavy Weather Checklist compliance is suspended after improvement of weather.
2. Asked steering gear timings for hard over to hard over with 1 and 2 motors. Asked as per which regulation. Wants to know specific chapter and regulation.
3. Checked VDR.
4. Checked Course Recorder and asked for company guidelines on marking of course recorder. Verified marking entries on course recorder and asked whether it is set to UTC or LT.
5. Took a round on Monkey Island. Asked about radiation markings of antennas of FBB and SAT-C.
6. Checked latest edition of all Security Charts.
7. Checked Pilot Card in detail, went through entries filled manually, and cross-checked the same with the Wheelhouse Poster. Asked about Semi-Balanced Rudder and Right-Hand Fixed Pitch Propeller, what effect it has on astern and ahead movement, what is Critical RPM, and what effect Critical RPM has on the ship's hull.
8. Checked Passage Plan on ECDIS and cross-checked whether Safety Contour values are same in ECDIS and in SPM N 100 – Waypoint Sheet.
9. Asked to show ENC number, asked about different types of ENC such as Harbour, Overview, General as per ENC code. Asked what country code specifies.
10. Asked about Radar Performance Monitor, how it is carried out. Asked to show procedure from maker's manual and to verify attenuation range posted next to radar.
11. Asked about GMDSS walkie-talkie radios – how do you test it, how often do you test it, and why it is kept on continuous charging if already fully charged.

Questions asked to Chief Officer during deck rounds & in CCR:

12. In CCR, checked for active alarms on cargo computer and time setup.
13. MSDS check for present cargo.
14. Check of lifeboat davit breather valve.
15. In rescue lifeboat, asked to run engine and turn rudder port & starboard with engine ahead.
16. Paint locker visual check.
17. At cargo tank dome, checked closed loop sampling arrangement.
18. Questions on present cargo loading temperature (answer about reference temperature was satisfactory).
19. Question about SIGTTO button arrangement with terminal – how to stop cargo in emergency.
20. Visual check of compressor room and bulkhead seals.
21. Visual check of motor room and bulkhead seals.

22. Check of screw clearance of mooring winch brake bands.
23. Check of direction markings on drums of mooring winches.
24. Gangway arrangement check.
25. Question on how to correctly rig pilot ladder from the reel (with ropes & securing reel by turnbuckle).
26. Question related to mooring equipment:
What is MBL for mooring ropes and tail ropes. Checked mooring rope and tail certificates and compared load mentioned with SDMBL.
27. Asked about Loadicator software or booklet in use, and frequency of tests.
28. Thoroughly checked SSSCL.
29. Thoroughly checked enclosed space permit for last "Enclosed Space Rescue Drill".
30. Checked drill reports for last lifeboat lowering. Important that each lifeboat should have only designated crew, not the same crew for both lifeboats.
31. Near miss reporting procedure for all crew. There were no detailed guidelines for reporting and processing of near misses.

Questions asked to Deck Officers:

1. Asked 3rd Officer about Hypermist system operation and related questions.
2. Asked 3rd Officer and Bosun about required clearances.
3. Asked how to know Port Security Level. Checked whether current security level is posted in common areas. For Security Level 1 – whether doors are locked, if not, how to ensure crew use only designated access.
4. Provided a realistic scenario leading to lowering of O₂ resuscitator in enclosed space.
5. Asked how long emergency generator will run after Quick Closing Valve activation, and difference between QCV and ESD.
6. Checked Safety Familiarization Form thoroughly. Advised to strike off all "Not Applicable" points (e.g., Pump Room, Dump Valves, ODME, etc.).

Questions asked to Deck Ratings:

1. Interview of duty AB – SWL of midship crane and distance of operation.
2. Maximum load for ship's gangway in kg (not number of persons).
3. Maximum & minimum angle of ship's gangway.
4. How to identify gangway angle (checking angle indicator).

Questions asked to Chief Engineer and 2nd Engineer:

1. Checked ORB – any correction to be counter-initialed with date.
2. ORB entries for bunkers checked. All entries should have ISO standard 8217:2017 written and compared with Stem message and lab analysis report.

3. Compared bunker checklist with ISGOTT Chapter 24 checklist – highlighted missing Section J and K declarations.
4. Highlighted common mistakes while ticking boxes in declaration – barge side checks (Part B, D & G) should not be ticked by receiving vessel and vice versa, should be marked “NA”.
5. Lube oil analysis reports checked.
6. Procedure for bunker line pressure testing.
7. Fluid used for testing – FO for FO lines and MGO for MGO lines, including final pressure increase by hand pump.
8. PMS checked for overdue jobs.
9. Near miss reporting procedure – expected to see in SMS.
10. Steering alarms – power fail, LO low level, auto start of standby pump.
11. Emergency steering – communication system and gyro repeater sync.
12. FO leak-off of main engine and auxiliary engine.
13. OWS operation – 15 ppm alarm and auto changeover.
14. Main engine OMD alarm for one unit.
15. Emergency fire pump testing and pressure.
16. Workshop equipment inspection – pressure in Oxy/Acetylene lines.
17. Last flashback arrestor and regulator change date.
18. Checked active alarms and inhibited alarms.
19. 220V/440V insulation checked.
20. FO changeover procedure and calculator used (FOBAS).
21. CE night order book sighted.

Questions asked to Engine Officers:

1. Cyber security plan of ship and its location.
2. Security level of ship and its requirements.
3. Which door is used as access to accommodation in port and how entry through other doors is restricted.
4. Difference between SOPEP and SMPEP and what is onboard.
5. Hypermist system.
6. Why emergency fire pump is not used for Hypermist system – why dedicated pump is provided.
7. Semi-balanced rudder.
8. Use of QCV and its purpose.
9. How to take generator on load manually.
10. How an oiler reports a near miss during watch – expected detailed SMS procedure.
11. ESD operation and location.
12. Emergency generator spring start.
13. Inspector wanted to try QCV with emergency generator running – refused due

to vapor locking risk.

14. Engine room manning levels and composition.
15. Chief Engineer standing instructions.

Additional Observations (Inspector's Focus):

- 2-minute alarm delay on fire panel – expected answer: time for duty officer to verify alarm.
- Critical RPM understanding.
- Types of rudder – emphasis on balanced rudder.
- Steering test from 35° to 30° within SOLAS time limits.
- Hazard markings on Monkey Island – shape compliance (circle vs rectangle).
- IAMSAR Manual hard copy availability.

Deck-Specific Remarks:

- Lifeboat lowering – no same crew in both boats, rescue boat crew must be dedicated.
- Familiarization – no blank spaces, proper responsibility defined in SMS.
- O₂ resuscitator – not to be used in enclosed space due to oxygen limitations.
- Hypermist activation – both flame and smoke detection.
- Quick Closing Valve location for emergency generator.

CCR / Cargo Related:

- Manifold connection with shore – insulation check.
- Motor room without airlock – height requirement (2.4 m above main deck).
- Ship-Shore Safety Checklist random checks.
- MSDS validity (5 years).

Overall Experience:

Inspection was highly practical, cross-questioning, and scenario-based. Focus was on actual understanding, SMS linkage, and real onboard practices, rather than theoretical answers.

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